2013 CAFE Status - All Manufacturers

D. Good 8/22/2014

Mfr Name	Mfr Code	Association (on 7/1/13)	Category-gory Code	Category	Production Volume	Official CAFE MPG	CAFE (Footprint) Standard	Domestic Pass Cars MIN Std	Baseline MPG (w/o AMFA credit)	EPA Letter Date	CAFE includes the following Vehicles:	Potential Penalties
Aston Martin	70	GA	2	Import car	364	20.1	34.0		NA	8/1/2014		$278,278.00
BMW	120	Alliance	2	Import car	303,319	33.1	33.2		NA	8/7/2014	R134a; Mini, Rolls Royce;	$1,668,254.50
	120		7	Light Truck	98,969	25.8	27.0		NA	8/7/2014	R134a	$6,531,954.00
BYD			2	Import car	32	223.3	32.4		NA	8/22/2014	BYD is a Chinese EV mfr;	
Coda			2	Import car	37	254.0	36.5		NA	8/14/2014	Although a SMV (in Chaper 11 Bankrupcy) Coda did submit CAFE	
Chrysler-see Fiat	20	Alliance		Domestic car & Light Truck								included in Fiat
Ferrari-see Fiat	220	GA	2	Import car								included in Fiat
Fiat (Chrysler LLC,	826		1	Domestic car		31.1	31.8	31.4	29.9		Chrysler vehs only; Penalty likely will be offset by previous credits	$0.00
Ferrari, Maserati)			2	Import car		19.0	30.9		NA		1510 Ferraris & 2472 Maseratis only; No Alfa Romeo models sold	$0.00
			7	Light Truck		24.3	25.5		23.1		Chrysler trucks only; Penalty likely will be offset by previous credits	$0.00
Ford	30	Alliance	1	Domestic car		35.7	33.2	31.4	34.5		Includes Roush Mustangs (NHTSA approved in previous years); Excludes CrownVic (?) police (emergency) vehs.	
	30		2	Import car		31.3	31.7		NA		Transit Connect wagons, only.	
	30		7	Light Truck		24.3	24.2		23.1			
General Motors	40	Alliance	1	Domestic car	1,373,432	33.6	33.6	31.4	32.4	8/15/2014	R134a, except 42,724 Cadillac XTS & XTS Hearse/Limos used R1234YF; 27,484 Volts; Excluded 6038 police vehicles;	
	40		2	Import car	0	NA	NA		NA			
	40		7	Light Truck	913,765	23.8	24.3		22.6	8/15/2014	R 134a; Penalty will be offset by previous model year credits	$25,128,537.50
Honda	260	GA	1	Domestic car	881,031	39.1	33.9	31.4	NA	8/22/2014	R134a	
	260		2	Import car	140,769	41.8	36.0		NA	8/22/2014	R134a, except Fit EV used R1234YF; 471 Fit Evs	
	260		7	Light Truck	472,569	28.5	27.5		NA	8/22/2014	R134a	
Hyundai	265	GA	2	Import car								
	265		7	Light Truck							No Hyundai Entourages--they are included in Kia CAFE	
Jaguar/Land Rover	305	Alliance	2	Import car	16,051	26.2	30.9		NA	8/1/2014	R134a; CAFE was 23.7 in 2012	$4,149,183.50
	460		7	Light Truck	47,510	21.5	27.9		NA	8/1/2014	R134a; CAFE was 20.2 in 2012; Produced 14,379 Evoques in 2013	$16,723,520.00
Kia Motors	338	GA	2	Import car								
	338		7	Light Truck							Hyundai Entourage (made by Kia)--NHTSA OK'd for 2009	
Lotus	350		2	Import car	170	26.8	35.1		NA	7/31/2014		$77,605.00
Maserati-see Fiat	360	GA	2	Import car								included in Fiat
Mazda	560	Alliance	1	Domestic car	0	NA	NA	31.4	NA		Mazda didn't produce any Domestic passenger cars in 2012 or	
			2	Import car	164,862	39.4	34.8		NA	8/8/2014		
	560		7	Light Truck	61,093	30.4	28.1		NA	8/8/2014		
McLaren		GA	2	Import car	412	24.0	33.2		NA	7/31/2014		$208,472.00
Mercedes Benz	200	Alliance	2	Import car		29.3	32.3		28.4			$0.00
(Daimler)	200		7	Light Truck		23.9	26.0		23.1			$0.00
Mitsubishi	490	Alliance	2	Import car	32,654	35.2	35.0		NA	8/41/2014		
	490		7	Light Truck	13,754	33.2	29.5		NA	8/14/2014		
Nissan	380	GA	1	Domestic car	654,040	41.4	33.5	31.4	NA	8/8/2014	R134a only, Altima, Maxima, Sentra, Versa, Xterra models;	
	380		2	Import car	265,607	34.4	34.1		NA	8/8/2014	R134a; Includes 26,167 Leafs in 2013	
	380		7	Light Truck	32,970	27.1	27.0		26.5	8/8/2014	R134a	
Porsche -see VW	420	Alliance	2	Import car					NA		Porsche is included in the VW CAFE for 2013MY	
	420		7	Light Truck					NA		Porsche is included in the VW CAFE for 2013MY	
Subaru (Fuji)	660	GA	1	Domestic car		NA	NA	31.4	NA			
	660		2	Import car	145,705	36.0	34.7		NA	8/22/2014		
	660		7	Light Truck	211,326	33.3	29.2		NA	8/22/2014		
Suzuki	540	GA	2	Import car	10,427	33.6	35.9		NA	8/14/2014	R134a; Penalty will be offset by previous credits	$1,319,015.50
	540		7	Light Truck	1,116	26.7	29.4		NA	8/14/2014	R134a; Grand Vitara 4WD only; Penalty will be offset by previous	$165,726.00
Tesla	TSL		1	Domestic car	17,813	277.7	31.4	31.4	NA	8/6/2014		
Toyota	570	Alliance	1	Domestic car	698,977	36.4	33.9	31.4	NA	8/22/2014	R134a; Toyota Corolla, Camry, Avalon, Venza & Lexus RX350	
	570	& GA	2	Import car	648,459	44.4	34.1		NA	8/22/2014	R134a; 10,300 Prius PHEVs, 92 Scion iQ Evs; 737 RAV4 Evs;Includes Scion FR-S (joint venture veh) made by Subaru--OK'd	
	570		7	Light Truck	915,658	26.0	26.5		25.5	8/22/2014	R134a; Toyota, Lexus models	$25,180,595.00
Volkswagen Group	590	Alliance	1	Domestic car	128,931	35.0	32.8	31.4	NA	8/7/2014	R 134a; Passat models only	
	590		2	Import car	452,538	34.0	34.4		33.0	8/7/2014	R 134a; VW, Audi, Porsche, Bentley, Bugatti, Lamborghini,	$9,955,836.00
	590		7	Light Truck	68,414	28.3	27.1		27.1	8/7/2014	R 134a; VW, Audi; Porsche	
Volvo	600	Alliance	2	Import car	42,072	30.1	33.1		NA	8/1/2014	R134a	$6,941,880.00
	600		7	Light Truck	31,282	25.1	27.6		NA	8/1/2014	R134a	$4,301,275.00
				Total:	8,846,128						Total potential penalties:	$102,630,132.00
Minimum Domestic standards:			**2011**	**2012**	**2,013**	**2014**	**2015**	**2016**	**2017**			
			27.8	**30.7**	**31.4**	**32.1**	**33.3**	**34.7**	**36.7**		Estimated total penalties not covered by previous credits:	#VALUE!
Notes:												
			2018	**2,019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**		
			38.0	**39.4**	**40.9**	**42.7**	**44.7**	**46.8**	**49.0**	**51.3**		

To: ross.gatzke@porsche.us[ross.gatzke@porsche.us]
Cc: walter.lewis@porsche.us[walter.lewis@porsche.us]; Snyder, Jim[Snyder.Jim@epa.gov]
From: Good, David
Sent: Fri 8/22/2014 11:40:30 PM
Subject: re: 2015 FE Guide - Data EPA's database as of Aug 22, 2014 for your review; on Aug 28, 2014 I will send error free Verify data to DOE for the 2015 Printed Guide & the web
Porsche_2015 FEGuide-all rel dates-no-sales-8-22-2014.xlsx

Ross,

re: 2015 FE Guide - Data EPA's database as of Aug 22, 2014 for your review; on Aug 28, 2014 I will send error free Verify data to DOE for the 2015 Printed Guide & the web

Attached are the data in Verify as of August 22, 2014 for your review. Labels with pea green fill in the first few columns have errors which need to be corrected before I can have the data posted on www.fueleconomy.gov or included in the 2015 Printed Guide. This file doesn't include label information for EV, PHEV, or fuel cell vehicles. I'll send them to you next week (for any new labels).

Please make any needed corrections to Verify when you get a chance.

I'm out of the office on Monday (8/25) but back on Tuesday.

Thanks

Dave

EPA comm	VERIFY cc	Model Yr (Mfr Name	Division (t	Carline	Verify Mfr Index (Mo	Eng Displ	# Cyl	
		2015 Porsche	Porsche	911 Carrera	PRX	102	3.4	6
		2015 Porsche	Porsche	911 Carrera	PRX	101	3.4	6
		2015 Porsche	Porsche	911 Carrera 4	PRX	110	3.4	6
		2015 Porsche	Porsche	911 Carrera 4	PRX	109	3.4	6
		2015 Porsche	Porsche	911 Carrera 4	PRX Cabriolet	112	3.4	6
		2015 Porsche	Porsche	911 Carrera 4	PRX Cabriolet	111	3.4	6
		2015 Porsche	Porsche	911 Carrera 4	PRX S	114	3.8	6
		2015 Porsche	Porsche	911 Carrera 4	PRX S	113	3.8	6
		2015 Porsche	Porsche	911 Carrer	PRX	116	3.8	6
		2015 Porsche	Porsche	911 Carrer	PRX	115	3.8	6
		2015 Porsche	Porsche	911 Carrer	PRX	104	3.4	6
		2015 Porsche	Porsche	911 Carrer	PRX	103	3.4	6
		2015 Porsche	Porsche	911 Carrera	PRX S	106	3.8	6
		2015 Porsche	Porsche	911 Carrer	PRX	105	3.8	6
		2015 Porsche	Porsche	911 Carrer	PRX	108	3.8	6
		2015 Porsche	Porsche	911 Carrera	PRX Cabriolet	107	3.8	6
		2015 Porsche	Porsche	911 GT3	PRX	531	3.8	6
		2015 Porsche	Porsche	911 Targa	PRX	542	3.4	6
		2015 Porsche	Porsche	911 Targa	PRX	540	3.4	6
		2015 Porsche	Porsche	911 Targa 4	PRX	544	3.8	6
		2015 Porsche	Porsche	911 Targa	PRX	543	3.8	6
		2015 Porsche	Porsche	911 Turbo	PRX	521	3.8	6
		2015 Porsche	Porsche	911 Turbo	PRX	523	3.8	6
		2015 Porsche	Porsche	Boxster	PRX	202	2.7	6
		2015 Porsche	Porsche	Boxster	PRX	201	2.7	6
		2015 Porsche	Porsche	Boxster GT	PRX	224	3.4	6
		2015 Porsche	Porsche	Boxster GTS	PRX	223	3.4	6
		2015 Porsche	Porsche	Boxster S	PRX	222	3.4	6
		2015 Porsche	Porsche	Boxster S	PRX	221	3.4	6
Diesel;		2015 Porsche	Porsche	Cayenne D	PRX	431	3.0	6
		2015 Porsche	Porsche	Cayman	PRX	212	2.7	6
		2015 Porsche	Porsche	Cayman	PRX	211	2.7	6
		2015 Porsche	Porsche	Cayman GT	PRX	234	3.4	6
		2015 Porsche	Porsche	Cayman GTS	PRX	233	3.4	6
		2015 Porsche	Porsche	Cayman S	PRX	232	3.4	6
		2015 Porsche	Porsche	Cayman S	PRX	231	3.4	6
		2015 Porsche	Porsche	Macan S	PRX	311	3.0	6
		2015 Porsche	Porsche	Macan Tur	PRX	321	3.6	6
		2015 Porsche	Porsche	Panamera	PRX	601	3.6	6
		2015 Porsche	Porsche	Panamera	PRX	602	3.6	6
		2015 Porsche	Porsche	Panamera	PRX	616	3.0	6
		2015 Porsche	Porsche	Panamera	PRX	617	3.0	6
		2015 Porsche	Porsche	Panamera GTS	PRX	621	4.8	8
		2015 Porsche	Porsche	Panamera S	PRX	611	3.0	6
		2015 Porsche	Porsche	Panamera Turbo	PRX	631	4.8	8
		2015 Porsche	Porsche	Panamera	PRX	632	4.8	8
		2015 Porsche	Porsche	Panamera	PRX	636	4.8	8
		2015 Porsche	Porsche	Panamera	PRX	637	4.8	8

Transmiss	City FE (G	Hwy FE (C	Comb FE	Low'd City	Low'd HW	Low'd Cor	City Unad	Hwy Unad	Comb Una
Auto(AM-S7)	20	28	23				25.5000	39.5000	30.3389
Manual(M7)	19	27	22				23.7000	38.2000	28.5822
Auto(AM-S7)	20	28	23				25.4965	38.6494	30.1071
Manual(M7)	19	27	22				24.0491	37.8468	28.7688
Auto(AM-S7)	20	27	22				24.9475	37.5494	29.3854
Manual(M7)	19	26	22				23.5983	36.5997	28.0884
Auto(AM-S7)	19	26	22				24.1000	36.7000	28.5037
Manual(M7)	18	26	21				23.1000	36.8000	27.7487
Auto(AM-S	19	26	21				23.3000	36.4000	27.8027
Manual(M	18	26	21				22.8000	36.1000	27.3312
Auto(AM-S	21	28	23				25.9904	39.4499	30.7045
Manual(M	19	27	22				24.0491	37.9499	28.7955
Auto(AM-S7)	19	27	22				24.5000	37.9000	29.1356
Manual(M	19	27	22				23.8449	37.9484	28.6337
Auto(AM-S	19	27	22				23.9000	38.0000	28.6906
Manual(M7)	19	27	22				23.6474	37.0494	28.2451
Auto(AM-S7)	15	20	17				18.2000	28.3000	21.6822
Auto(AM-S	19	26	22				24.1000	36.9000	28.5578
Manual(M	18	26	21				23.0000	36.5000	27.5924
Auto(AM-S7)	18	25	21				23.1000	35.4000	27.3812
Manual(M	18	26	21				22.5000	35.6000	26.9652
Auto(AM-S	17	24	20				21.4702	34.0997	25.7642
Auto(AM-S	17	24	20				21.4702	34.0997	25.7642
Auto(AM-S	22	32	26				27.9000	44.9000	33.6298
Manual(M	20	30	24				25.9000	41.5000	31.1731
Auto(AM-S	22	31	25				27.2967	43.0998	32.6906
Manual(M6)	19	26	22				24.3984	37.0000	28.8146
Auto(AM-S7)	21	30	24				26.3000	41.9000	31.5932
Manual(M6)	20	28	23				24.8000	38.5000	29.5284
Auto(S8)	20	29	23				24.1000	41.0000	29.5883
Auto(AM-S	22	32	26				27.9000	44.9000	33.6298
Manual(M6)	20	30	24				25.9000	41.5000	31.1731
Auto(AM-S7)	22	31	25				27.2967	43.0998	32.6906
Manual(M6)	19	26	22				24.3984	37.0000	28.8146
Auto(AM-S7)	21	30	24				26.3000	41.9000	31.5932
Manual(M6)	20	28	23				24.8000	38.5000	29.5284
Auto(AM-S7)	17	23	19				21.4471	31.6987	25.1000
Auto(AM-S	17	23	19				20.6947	32.3997	24.7122
Auto(AM-S	18	28	22				22.9368	39.0499	28.1669
Auto(AM-S	18	27	21				22.5783	37.5997	27.5271
Auto(AM-S	17	27	21				21.9036	37.2798	26.8955
Auto(AM-S	17	26	20				21.4891	37.0141	26.4887
Auto(AM-S7)	16	24	19				19.3871	33.7000	23.9679
Auto(AM-S7)	17	27	21				21.9036	37.2798	26.8955
Auto(AM-S7)	15	24	18				19.1667	33.7481	23.7927
Auto(AM-S	15	24	18				18.9742	33.3000	23.5293
Auto(AM-S	15	24	18				19.1667	33.7481	23.7927
Auto(AM-S	15	24	18				18.9742	33.3000	23.5293

City Unrd	Hwy Unrd	Comb Unr	Guzzler?	Air Aspir I	Air Aspira	Trans	Trans Des	Trans, Otl	# Gears	
20.2000	28.2000	23.2000		NA	Naturally A	spirated	Automated	Manual- Selectable	7	(e.g. Au
18.8000	27.3000	21.9000		NA	Naturally A	spirated	Manual		7	
20.1778	27.6110	22.9592		NA	Naturally A	spirated	Automated	Manual- Selectable	7	(e.g. Au
19.1036	27.0590	22.0164		NA	Naturally A	spirated	Manual		7	
19.7713	26.8542	22.4340		NA	Naturally A	spirated	Automated	Manual- Selectable	7	(e.g. Au
18.7674	26.1995	21.5137		NA	Naturally A	spirated	Manual		7	
19.1000	26.3000	21.8000		NA	Naturally A	spirated	Automated	Manual- Selectable	7	(e.g. Au
18.4000	26.3000	21.2759		NA	Naturally A	spirated	Manual		7	
18.5445	26.0617	21.3106		NA	Naturally A	AMS	Automatec		7	
18.2000	25.9000	21.0000		NA	Naturally A	M	Manual		7	
20.5425	28.1607	23.3899		NA	Naturally A	AMS	Automatec		7	
19.1036	27.1300	22.0375		NA	Naturally A	M	Manual		7	
19.4000	27.1000	22.2000		NA	Naturally A	spirated	Automated	Manual- Selectable	7	(e.g. Au
18.9514	27.1289	21.9255		NA	Naturally A	M	Manual		7	
19.0000	27.2000	22.0000		NA	Naturally A	AMS	Automatec		7	
18.8041	26.5097	21.6338		NA	Naturally A	spirated	Manual		7	
14.7000	20.4000	16.8000	G	NA	Naturally A	spirated	Automated	Manual- Selectable	7	(e.g. Au
19.1000	26.4000	21.8000		NA	Naturally A	AMS	Automatec		7	
18.3000	26.1000	21.1000		NA	Naturally A	M	Manual		7	
18.4000	25.4000	21.0000		NA	Naturally A	spirated	Automated	Manual- Selectable	7	(e.g. Au
17.9000	25.5000	20.7000		NA	Naturally A	M	Manual		7	
17.1697	24.4702	19.8323		TC	Turbochar	AMS	Automatec		7	
17.1697	24.4702	19.8323		TC	Turbochar	AMS	Automatec		7	
21.9000	31.9000	25.5000		NA	Naturally A	AMS	Automatec		7	
20.5000	29.6000	23.8000		NA	Naturally A	M	Manual		6	
21.5026	30.6563	24.8403		NA	Naturally A	AMS	Automatec		7	
19.3636	26.4756	22.0261		NA	Naturally A	spirated	Manual		6	
20.8000	29.8000	24.1000		NA	Naturally A	spirated	Automated	Manual- Selectable	7	(e.g. Au
19.7000	27.5000	22.6000		NA	Naturally A	spirated	Manual		6	
19.6000	29.0000	22.9471		TC	Turbochar	SA	Semi-Auto		8	
21.9000	31.9000	25.5000		NA	Naturally A	AMS	Automatec		7	
20.5000	29.6000	23.8000		NA	Naturally A	spirated	Manual		6	
21.5026	30.6563	24.8403		NA	Naturally A	spirated	Automated	Manual- Selectable	7	(e.g. Au
19.3636	26.4756	22.0261		NA	Naturally A	spirated	Manual		6	
20.8000	29.8000	24.1000		NA	Naturally A	spirated	Automated	Manual- Selectable	7	(e.g. Au
19.7000	27.5000	22.6000		NA	Naturally A	spirated	Manual		6	
17.1522	22.8013	19.3044		TC	Turbocharged	AMS	Automated	Manual- Selectable	7	(e.g. Au
16.5830	23.2893	19.0517		TC	Turbochar	AMS	Automatec		7	
18.3000	27.9000	21.7000		NA	Naturally A	AMS	Automatec		7	
18.0000	26.9000	21.1000		NA	Naturally A	AMS	Automatec		7	
17.4965	26.6685	20.7002		TC	Turbochar	AMS	Automatec		7	
17.1840	26.4853	20.4094		TC	Turbochar	AMS	Automatec		7	
15.5885	24.1929	18.5588		NA	Naturally A	spirated	Automated	Manual- Selectable	7	(e.g. Au
17.4965	26.6685	20.7002		TC	Turbocharged	AMS	Automated	Manual- Selectable	7	(e.g. Au
15.4000	24.2000	18.4000		TC	Turbocharged	AMS	Automated	Manual- Selectable	7	(e.g. Au
15.3000	23.9000	18.3000		TC	Turbochar	AMS	Automatec		7	
15.4000	24.2000	18.4000		TC	Turbochar	AMS	Automatec		7	
15.3000	23.9000	18.3000		TC	Turbochar	AMS	Automatec		7	

Lockup Tc	Trans Cre	Drive Sys	Drive Des	Primary B	Max Ethar	Max Biodi	Range1 - I	Fuel Usag	Fuel Usag
N	N	R	2-Wheel D	FPRXV04.0C91	10			GP	Gasoline (Premium
tomated Ma	anual with	paddles)	2-Wheel D	FPRXV04.0C91	10			GP	Gasoline (Premium
N	N	4	4-Wheel D	FPRXV04.0C91	10			GP	Gasoline (Premium
tomated Ma	anual with	paddles)	4-Wheel D	FPRXV04.0C91	10			GP	Gasoline (Premium
N	N	4	4-Wheel D	FPRXV04.0C91	10			GP	Gasoline (Premium
tomated Ma	anual with	paddles)	4-Wheel D	FPRXV04.0C91	10			GP	Gasoline (Premium
N	N	4	4-Wheel D	FPRXV04.0C91	10			GP	Gasoline (Premium
tomated Ma	anual with	paddles)	4-Wheel D	FPRXV04.0	10			GP	Gasoline (F
N	N	4	4-Wheel D	FPRXV04.0	10			GP	Gasoline (F
tomated Ma	anual with	paddles)	2-Wheel D	FPRXV04.0	10			GP	Gasoline (F
N	N	R	2-Wheel D	FPRXV04.0	10			GP	Gasoline (F
tomated Ma	anual with	paddles)	2-Wheel D	FPRXV04.0C91	10			GP	Gasoline (Premium
N	N	R	2-Wheel D	FPRXV04.0	10			GP	Gasoline (F
tomated Ma	anual with	paddles)	2-Wheel D	FPRXV04.0	10			GP	Gasoline (F
N	N	R	2-Wheel D	FPRXV04.0C91	10			GP	Gasoline (Premium
tomated Ma	anual with	paddles)	2-Wheel D	FPRXV04.0C91	10			GP	Gasoline (Premium
tomated Ma	anual with	paddles)	4-Wheel D	FPRXV04.0	10			GP	Gasoline (F
N	N	4	4-Wheel D	FPRXV04.0	10			GP	Gasoline (F
tomated Ma	anual with	paddles)	4-Wheel D	FPRXV04.0C91	10			GP	Gasoline (Premium
N	N	4	4-Wheel D	FPRXV04.0	10			GP	Gasoline (F
tomated Ma	anual with	paddles)	4-Wheel D	FPRXV04.0	10			GP	Gasoline (F
tomated Ma	anual with	paddles)	4-Wheel D	FPRXV04.0	10			GP	Gasoline (F
tomated Ma	anual with	paddles)	2-Wheel D	FPRXV02.7	10			GP	Gasoline (F
N	N	R	2-Wheel D	FPRXV02.7	10			GP	Gasoline (F
tomated Ma	anual with	paddles)	2-Wheel D	FPRXV03.4	10			GP	Gasoline (F
N	N	R	2-Wheel D	FPRXV03.4B81	10			GP	Gasoline (Premium
tomated Ma	anual with	paddles)	2-Wheel D	FPRXV03.4B81	10			GP	Gasoline (Premium
N	N	R	2-Wheel D	FPRXV03.4B81	10			GP	Gasoline (Premium
Y	N	A	All Wheel I	FPRXT03.0CDD			5	DU	Diesel, ultr
tomated Ma	anual with	paddles)	2-Wheel D	FPRXV02.7	10			GP	Gasoline (F
N	N	R	2-Wheel D	FPRXV02.7B81	10			GP	Gasoline (Premium
tomated Ma	anual with	paddles)	2-Wheel D	FPRXV03.4B81	10			GP	Gasoline (Premium
N	N	R	2-Wheel D	FPRXV03.4B81	10			GP	Gasoline (Premium
tomated Ma	anual with	paddles)	2-Wheel D	FPRXV03.4B81	10			GP	Gasoline (Premium
N	N	R	2-Wheel D	FPRXV03.4B81	10			GP	Gasoline (Premium
tomated Ma	anual with	paddles)	All Wheel D	FPRXT03.6MCS	10			GP	Gasoline (Premium
tomated Ma	anual with	paddles)	All Wheel I	FPRXT03.6	10			GP	Gasoline (F
tomated Ma	anual with	paddles)	2-Wheel D	FPRXV03.6	10			GP	Gasoline (F
tomated Ma	anual with	paddles)	All Wheel I	FPRXV03.6	10			GP	Gasoline (F
tomated Ma	anual with	paddles)	All Wheel I	FPRXV03.6	10			GP	Gasoline (F
tomated Ma	anual with	paddles)	All Wheel I	FPRXV03.6	10			GP	Gasoline (F
tomated Ma	anual with	paddles)	All Wheel D	FPRXV04.8PS8	10			GP	Gasoline (Premium
tomated Ma	anual with	paddles)	2-Wheel D	FPRXV03.6PV6	10			GP	Gasoline (Premium
tomated Ma	anual with	paddles)	All Wheel D	FPRXV04.8PT8	10			GP	Gasoline (Premium
tomated Ma	anual with	paddles)	All Wheel I	FPRXV04.8	10			GP	Gasoline (F
tomated Ma	anual with	paddles)	All Wheel I	FPRXV04.8	10			GP	Gasoline (F
tomated Ma	anual with	paddles)	All Wheel I	FPRXV04.8	10			GP	Gasoline (F

Fuel Unit	Fuel Unit	Gas Guzz	Gas Guzz	2Dr Pass	2Dr Lugg	4Dr Pass	4Dr Lugg	Htchbk Pa	Htchbk Lu
MPG	Miles per gal	Unleaded Recommended)	Not exempt	70	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	70	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	70	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	70	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	68	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	68	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	70	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	70	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	68	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	68	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	68	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	68	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	70	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	68	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	68	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt						
MPG	Miles per gal	Unleaded Recommended)	Not exempt	70	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	70	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	70	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	70	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	70	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt	70	5				
MPG	Miles per gal	Unleaded Recommended)	Not exempt						
MPG	Miles per gal	Unleaded Recommended)	Not exempt						
MPG	Miles per gal	Unleaded Recommended)	Not exempt						
MPG	Miles per gal	Unleaded Recommended)	Not exempt						
MPG	Miles per gal	Unleaded Recommended)	Not exempt						
MPG	Miles per gal	Unleaded Recommended)	Not exempt						
MPG	Miles per gal	Ultra (15 ppm maximum)	Truck						
MPG	Miles per gal	Unleaded Recommended)	Not exempt						
MPG	Miles per gal	Unleaded Recommended)	Not exempt						
MPG	Miles per gal	Unleaded Recommended)	Not exempt						
MPG	Miles per gal	Unleaded Recommended)	Not exempt						
MPG	Miles per gal	Unleaded Recommended)	Not exempt						
MPG	Miles per gal	Unleaded Recommended)	Not exempt						
MPG	Miles per gal	Unleaded Recommended)	Truck						
MPG	Miles per gal	Unleaded Recommended)	Truck						
MPG	Miles per gal	Unleaded Recommended)	Not exempt			108	16		
MPG	Miles per gal	Unleaded Recommended)	Not exempt			108	16		
MPG	Miles per gal	Unleaded Recommended)	Not exempt			108	16		
MPG	Miles per gal	Unleaded Recommended)	Not exempt			108	16		
MPG	Miles per gal	Unleaded Recommended)	Not exempt			108	16		
MPG	Miles per gal	Unleaded Recommended)	Not exempt			108	16		
MPG	Miles per gal	Unleaded Recommended)	Not exempt			108	16		
MPG	Miles per gal	Unleaded Recommended)	Not exempt			108	16		
MPG	Miles per gal	Unleaded Recommended)	Not exempt			108	16		
MPG	Miles per gal	Unleaded Recommended)	Not exempt			108	16		

Annual Fu	EPA Calcu	Comment	City2 FE (U	Hwy2 Fue	Comb2 Fu	Low'd City	Low'd Hw	Low'd Cor	City2 Una
2500	2500	911 Carrera A7							
2600	2600	911 Carrera M7							
2500	2500	911 Carrera 4 A7							
2600	2600	911 Carrera 4 M7							
2600	2600	911 Carrera 4 Cabriolet A7							
2600	2600	911 Carrera 4 Cabriolet M7							
2600	2600	911 Carrera 4S A7							
2700	2700	911 Carrera 4S M7							
2700	2700	911 Carrera 4S Cabriolet A7							
2700	2700	911 Carrera 4S Cabriolet M7							
2500	2500	911 Carrera Cabriolet A7							
2600	2600	911 Carrera Cabriolet M7							
2600	2600	911 Carrera S A7							
2600	2600	911 Carrera S M7							
2600	2600	911 Carrera S Cabriolet A7							
2600	2600	911 Carrera S Cabriolet M7							
3350	3350	911 GT3							
2600	2600	911 Targa A7							
2700	2700	911 Targa M7							
2700	2700	911 Targa S A7							
2700	2700	911 Targa S M7							
2850	2850	911 Turbo / Turbo Cabriolet							
2850	2850	911 Turbo S / Turbo S Cabriolet							
2200	2200								
2400	2400								
2300	2300								
2600	2600								
2400	2400								
2500	2500								
2450	2450	5-Cycle FE and CREE							
2200	2200								
2400	2400								
2300	2300								
2600	2600								
2400	2400								
2500	2500								
3000	3000	Equipped with Start/Stop engine management (Latching system). Label reflects harmonic ave							
3000	3000	Equipped with Start/Stop engine management (Latching system). Label reflects harmonic ave							
2600	2600	Harmonic average of Start/Stop ON and OFF.							
2700	2700	Harmonic average of Start/Stop ON and OFF.							
2700	2700	Harmonic average of Start/Stop ON and OFF.							
2850	2850	Harmonic average of Start/Stop ON and OFF.							
3000	3000	Harmonic average of Start/Stop ON and OFF.							
2700	2700	Harmonic average of Start/Stop ON and OFF.							
3150	3150	Harmonic average of Start/Stop ON and OFF.							
3150	3150	Harmonic average of Start/Stop ON and OFF.							
3150	3150	Harmonic average of Start/Stop ON and OFF.							
3150	3150	Harmonic average of Start/Stop ON and OFF.							

Hwy2 UnaComb2 UrCnty2 UnrHwy2 UnrComb2 Unr Range2 - Fuel2 Usa Fuel2 Usa Fuel2 Unit Fuel2 Unit

rage of SS ON and SS OFF.
rage of SS ON and SS OFF.

Fuel2 Alt	Fuel2 City	Fuel2 Hwy	Fuel2 Comb	Fuel2 EPA	Descriptor	Intake Val	Exhaust V	Carline Cl	Carline Cl
					SIDI;	2	22		Minicompact Cars
					SIDI;	2	22		Minicompact Cars
					SIDI;	2	22		Minicompact Cars
					SIDI;	2	22		Minicompact Cars
					SIDI;	2	22		Minicompact Cars
					SIDI;	2	22		Minicompact Cars
					SIDI;	2	22		Minicompact Cars
					SIDI;	2	22		Minicompact Cars
					SIDI;	2	22		Minicompa
					SIDI;	2	22		Minicompa
					SIDI;	2	22		Minicompa
					SIDI;	2	22		Minicompa
					SIDI;	2	22		Minicompact Cars
					SIDI;	2	22		Minicompa
					SIDI;	2	22		Minicompa
					SIDI;	2	22		Minicompact Cars
					SIDI;	2	21		Two Seaters
					SIDI;	2	22		Minicompa
					SIDI;	2	22		Minicompa
					SIDI;	2	22		Minicompact Cars
					SIDI;	2	22		Minicompa
					SIDI;	2	22		Minicompa
					SIDI;	2	22		Minicompa
					SIDI;	2	21		Two Seate
					SIDI;	2	21		Two Seate
					SIDI;	2	21		Two Seate
					SIDI;	2	21		Two Seaters
					SIDI;	2	21		Two Seaters
					SIDI;	2	21		Two Seaters
						2	233		Standard SUV 4W
					SIDI;	2	21		Two Seate
					SIDI;	2	21		Two Seaters
					SIDI;	2	21		Two Seaters
					SIDI;	2	21		Two Seaters
					SIDI;	2	21		Two Seaters
					SIDI;	2	21		Two Seaters
					SIDI;	2	231		Small SUV 4WD
					SIDI;	2	231		Small SUV 4WD
					SIDI;	2	26		Large Cars
					SIDI;	2	26		Large Cars
					SIDI;	2	26		Large Cars
					SIDI;	2	26		Large Cars
					SIDI;	2	26		Large Cars
					SIDI;	2	26		Large Cars
					SIDI;	2	26		Large Cars
					SIDI;	2	26		Large Cars
					SIDI;	2	26		Large Cars
					SIDI;	2	26		Large Cars

Car/Truck	Calc Appr	Sales	Release D	EPA FE Label Dataset	Unique La	Label Rec	Relabel	Relabel D
car	Derived 5-cycle label	6/23/2014	16317	[redacted]	Y	N		
car	Derived 5-cycle label	6/23/2014	16316		Y	N		
car	Derived 5-cycle label	6/23/2014	16325		N	N		
car	Derived 5-cycle label	6/23/2014	16324		N	N		
car	Derived 5-cycle label	6/23/2014	16327		N	N		
car	Derived 5-cycle label	6/23/2014	16326		Y	N		
car	Derived 5-cycle label	6/23/2014	16329		N	N		
car	Derived 5-cycle label	6/23/2014	16328		Y	N		
car	Derived 5-cycle label	6/23/2014	16526		N	N		
car	Derived 5-cycle label	6/23/2014	16330		N	N		
car	Derived 5-cycle label	6/23/2014	16412		Y	N		
car	Derived 5-cycle label	6/23/2014	16318		Y	N		
car	Derived 5-cycle label	6/23/2014	16321		Y	N		
car	Derived 5-cycle label	6/23/2014	16320		Y	N		
car	Derived 5-cycle label	6/23/2014	16323		Y	N		
car	Derived 5-cycle label	6/23/2014	16322		Y	N		
car	Derived 5-cycle label	6/23/2014	16341		N	N		
car	Derived 5-cycle label	6/23/2014	16342		Y	N		
car	Derived 5-cycle label	6/23/2014	16391		Y	N		
car	Derived 5-cycle label	6/23/2014	16344		N	N		
car	Derived 5-cycle label	6/23/2014	16343		Y	N		
car	Derived 5-cycle label	6/23/2014	16337		N	N		
car	Derived 5-cycle label	6/23/2014	16338		N	N		
car	Derived 5-cycle label	6/23/2014	16231		N	N		
car	Derived 5-cycle label	6/23/2014	16229		N	N		
car	Derived 5-cycle label	6/23/2014	16250		Y	N		
car	Derived 5-cycle label	6/23/2014	16248		Y	N		
car	Derived 5-cycle label	6/23/2014	16238		Y	N		
car	Derived 5-cycle label	6/23/2014	16236		Y	N		
D	Vehicle Specific 5-cycle label	8/11/2014	16793		N	N		
car	Derived 5-cycle label	6/23/2014	16232		N	N		
car	Derived 5-cycle label	6/23/2014	16230		N	N		
car	Derived 5-cycle label	6/23/2014	16251		Y	N		
car	Derived 5-cycle label	6/23/2014	16249		Y	N		
car	Derived 5-cycle label	6/23/2014	16239		Y	N		
car	Derived 5-cycle label	6/23/2014	16237		Y	N		
	Derived 5-cycle label	5/9/2014	15889		N	N		
	Derived 5-cycle label	5/9/2014	15890		N	N		
car	Derived 5-cycle label	6/16/2014	16105			N		
car	Derived 5-cycle label	6/16/2014	16107			N		
car	Derived 5-cycle label	6/16/2014	16110			N		
car	Derived 5-cycle label	6/16/2014	16111			N		
car	Derived 5-cycle label	6/16/2014	16112			N		
car	Derived 5-cycle label	6/16/2014	16109			N		
car	Derived 5-cycle label	6/9/2014	16039			N		
car	Derived 5-cycle label	6/9/2014	16040			N		
car	Derived 5-cycle label	6/9/2014	16041			N		
car	Derived 5-cycle label	6/9/2014	16042			N		

Suppress	Police/Em	Comment	Cyl Deact	Cyl Deact	Var Valve	Var Valve	Var Valve	Var Valve	Energy St
N	N		N		Y	Porsche VVT		Porsche VVT	
N	N		N		Y	Porsche VVT		Porsche VVT	
N	N		N		Y	Porsche VVT		Porsche VVT	
N	N		N		Y	Porsche VVT		Porsche VVT	
N	N		N		Y	Porsche VVT		Porsche VVT	
N	N		N		Y	Porsche VVT		Porsche VVT	
N	N		N		Y	Porsche VVT		Porsche VVT	
N	N		N		Y	Porsche VVT		Porsche VVT	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche VVT		Porsche VVT	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche VVT		Porsche VVT	
N	N		N		Y	Porsche VVT		Porsche VVT	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche VVT		Porsche VVT	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N	2TWC, 2HO	N		Y	Porsche V\Y		Porsche V\	
N	N	2TWC, 2HO	N		Y	Porsche V\Y		Porsche V\	
N	N	2TWC, 2HO	N		Y	Porsche V\Y		Porsche V\	
N	N	2TWC, 2HO	N2S(2), DFI		Y	Porsche VVT		Porsche VVT	
N	N	2TWC, 2HO	N2S(2), DFI		Y	Porsche VVT System		Porsche VVT System	
N	N	2TWC, 2HO	N2S(2), DFI		Y	Porsche VVT System		Porsche VVT System	
N	N		N		N	N			
N	N	2TWC, 2HO	N		Y	Porsche V\Y		Porsche V\	
N	N	2TWC, 2HO	N2S(2), DFI		Y	Porsche VVT System		Porsche VVT System	
N	N	2TWC, 2HO	N2S(2), DFI		Y	Porsche VVT		Porsche VVT	
N	N	2TWC, 2HO	N2S(2), DFI		Y	Porsche VVT		Porsche VVT	
N	N	2TWC, 2HO	N2S(2), DFI		Y	Porsche VVT System		Porsche VVT System	
N	N	2TWC, 2HO	N2S(2), DFI		Y	Porsche VVT System		Porsche VVT System	
N	N		N		Y	Porsche VVT		Porsche VVT	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche VVT		Porsche VVT	
N	N		N		Y	Porsche VVT		Porsche VVT	
N	N		N		Y	Porsche VVT		Porsche VVT	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche V\Y		Porsche V\	
N	N		N		Y	Porsche V\Y		Porsche V\	

evice Desc	Energy St	# Batteries	Battery Ty	Battery Ty	Total Volt	Batt Ener	Batt Spec	Batt Char	Comment	# Capacit

Regen Bra	Regen Bra	Regen Bra	Driver Cnt	Fuel Cell I	Usable H2	Fuel Cell (	HEV-EV C#	Drive M(	Motor Ger

Motor Ger	Rated Mot	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Cell V	Off Board	Camless V	Oil Viscosi
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				CRDI	Common F		N		5W30
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignition Direct Injection		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignit		N		0W40
				GDI	Spark Ignit		N		0W40

Stop/Start	Stop/Start	Trans in FE	Trans as I	Model Typ	Charge De	Charge De	Charge Su	Charge Su	EPA Calcul
N	No	Auto(AM-SA	Auto(AM-S	911 Carrera A7					
N	No	Manual(M7	Manual(M7	911 Carrera M7					
N	No	Auto(AM-SA	Auto(AM-S	911 Carrera 4 A7					
N	No	Manual(M7	Manual(M7	911 Carrera 4 M7					
N	No	Auto(AM-SA	Auto(AM-S	911 Carrera 4 Cabriolet A7					
N	No	Manual(M7	Manual(M7	911 Carrera 4 Cabriolet M7					
N	No	Auto(AM-SA	Auto(AM-S	911 Carrera 4S A7					
N	No	Manual(M7	Manual(M7	911 Carrera 4S M7					
N	No	Auto(AM-S	Auto(AM-S	911 Carrer					
N	No	Manual(M	Manual(M	911 Carrer					
N	No	Auto(AM-S	Auto(AM-S	911 Carrer					
N	No	Manual(M	Manual(M	911 Carrer					
N	No	Auto(AM-SA	Auto(AM-S	911 Carrera S A7					
N	No	Manual(M	Manual(M	911 Carrer					
N	No	Auto(AM-S	Auto(AM-S	911 Carrer					
N	No	Manual(M7	Manual(M7	911 Carrera S Cabriolet M7					
N	No	Auto(AM-SA	Auto(AM-S	N/A					
N	No	Auto(AM-S	Auto(AM-S	N/A					
N	No	Manual(M	Manual(M	N/A					
N	No	Auto(AM-SA	Auto(AM-S	N/A					
N	No	Manual(M	Manual(M	N/A					
N	No	Auto(AM-S	Auto(AM-S	N/A					
N	No	Auto(AM-S	Auto(AM-S	N/A					
N	No	Auto(AM-S	Auto(AM-S	N/A					
N	No	Manual(M	Manual(M						
N	No	Auto(AM-S	Auto(AM-S	N/A					
N	No	Manual(M6	Manual(M6	Boxster GTS					
N	No	Auto(AM-SA	Auto(AM-S	Boxster S					
N	No	Manual(M6	Manual(M6	Boxster S					
N	No	Auto(S8)	Auto(S8)	N/A					
N	No	Auto(AM-S	Auto(AM-S	N/A					
N	No	Manual(M6	Manual(M6)						
N	No	Auto(AM-SA	Auto(AM-S	N/A					
N	No	Manual(M6	Manual(M6	Cayman GTS					
N	No	Auto(AM-SA	Auto(AM-S	N/A					
N	No	Manual(M6	Manual(M6	Cayman S					
Y	Yes	Auto(AM-SA	Auto(AM-S	N/A					
Y	Yes	Auto(AM-S	Auto(AM-S	N/A					
Y	Yes	Auto(AM-S	Auto(AM-S	Panamera					
Y	Yes	Auto(AM-S	Auto(AM-S	Panamera					
Y	Yes	Auto(AM-S	Auto(AM-S	Panamera					
Y	Yes	Auto(AM-S	Auto(AM-S	Panamera					
Y	Yes	Auto(AM-SA	Auto(AM-S	Panamera GTS					
Y	Yes	Auto(AM-SA	Auto(AM-S	Panamera S					
Y	Yes	Auto(AM-SA	Auto(AM-S	Panamera Turbo					
Y	Yes	Auto(AM-S	Auto(AM-S	Panamera					
Y	Yes	Auto(AM-S	Auto(AM-S	Panamera					
Y	Yes	Auto(AM-S	Auto(AM-S	Panamera					

EPA Calculated Gas G	[redacted]	[redacted]	#1 Smog R	#1 Mfr Sm	#1 EPA Sm	SmartWay
30.5		5	5	FPRXV04.0C91	5	
28.8		5	5	FPRXV04.0C91	5	
30.1		5	5	FPRXV04.0C91	5	
28.9		5	5	FPRXV04.0C91	5	
29.5		5	5	FPRXV04.0C91	5	
28.2		5	5	FPRXV04.0C91	5	
28.8		5	5	FPRXV04.0C91	5	
28.0		5	5	FPRXV04.0C91	5	
28.0		5	5	FPRXV04.0	5	
27.6		5	5	FPRXV04.0	5	
30.6		5	5	FPRXV04.0	5	
28.9		5	5	FPRXV04.0	5	
29.4		5	5	FPRXV04.0C91	5	
28.6		5	5	FPRXV04.0	5	
28.9		5	5	FPRXV04.0	5	
28.3		5	5	FPRXV04.0C91	5	
21.8		4	4	FPRXV04.0C91	5	
29.4		5	5	FPRXV04.0	5	
28.2		5	5	FPRXV04.0	5	
27.5		5	5	FPRXV04.0C91	5	
27.1		5	5	FPRXV04.0	5	
27.0		5	5	FPRXV04.0	5	
27.0		5	5	FPRXV04.0	5	
33.9		6	6	FPRXV02.7	5	
31.4		6	6	FPRXV02.7	5	
32.8		6	6	FPRXV03.4	5	
29.0		5	5	FPRXV03.4B81	5	
31.8		6	6	FPRXV03.4B81	5	
31.8		5	5	FPRXV03.4B81	5	
		5	5	FPRXT03.0	5	
33.9		6	6	FPRXV02.7	5	
31.4		6	6	FPRXV02.7B81	5	
32.8		6	6	FPRXV03.4B81	5	
29.0		5	5	FPRXV03.4B81	5	
31.8		6	6	FPRXV03.4B81	5	
31.8		5	5	FPRXV03.4B81	5	
		4	4	FPRXT03.6MCS	5	
		4	4	FPRXT03.6	5	
28.4		5	5	FPRXV03.6	5	
27.7		5	5	FPRXV03.6	5	
27.1		5	5	FPRXV03.6	5	
26.7		5	5	FPRXV03.6	5	
24.1		4	4	FPRXV04.8PS8	5	
27.1		5	5	FPRXV03.6PV6	5	
24.0		4	4	FPRXV04.8PT8	5	
23.7		4	4	FPRXV04.8	5	
24.0		4	4	FPRXV04.8	5	
23.7		4	4	FPRXV04.8	5	

| | | |

[illegible]	$ You Save	$ You Spend	City CO2 R	Hwy CO2 R	Comb CO2	CO2- Volu	CO2- Volu	CO2-Vol In
		1500	441	315	384			
		2000	473	326	407			
		1500	440	322	387			
		2000	466	329	404			
		2000	449	331	396			
		2000	473	340	413			
		2000	462	338	406			
		2500	482	336	416			
		2500	480	341	417			
		2500	487	344	423			
		1500	433	315	380			
		2000	465	328	404			
		2000	455	328	398			
		2000	469	328	406			
		2000	468	328	405			
		2000	472	335	410			
		5750	606	434	529			
		2000	464	337	407			
		2500	485	341	420			
		2500	483	350	423			
		2500	496	349	430			
		3250	518	363	448			
		3250	518	363	448			
	0		406	279	349			
		1000	434	301	374			
		500	412	289	357			
		2000	458	334	402			
		1000	428	298	370			
		1500	453	324	395			
		1250	517	351	442			
	0		406	279	349			
		1000	434	301	374			
		500	412	289	357			
		2000	458	334	402			
		1000	428	298	370			
		1500	453	324	395			
		4000	517	388	459			
		4000	537	382	467			
		2000	487	319	411			
		2500	494	331	421			
		2500	508	333	429			
		3250	517	336	436			
		4000	572	368	480			
		2500	508	333	429			
		4750	577	368	483			
		4750	583	372	488			
		4750	577	368	483			
		4750	583	372	488			

[illegible]	[illegible]	[illegible]	[illegible]	240V Char	120V Char	PHEV Tota
349.3	224.8	293.3	441.3	314.9	384.4	
375.9	233.1	311.6	472.7	326.1	406.7	
348.5	229.9	295.1	440.4	321.8	387.0	
370.1	235.0	309.3	465.9	328.7	404.2	
355.9	237.0	302.4	449.1	331.4	396.1	
376.4	243.1	316.4	473.3	339.6	413.1	
367.1	241.7	310.7	462.3	337.7	406.2	
383.6	240.5	319.2	481.8	336.1	416.2	
382.2	243.8	319.9	480.1	340.5	417.3	
388.2	246.5	324.4	487.2	344.2	422.8	
342.0	225.2	289.4	432.7	315.5	380.0	
369.6	234.6	308.8	465.3	328.1	403.6	
361.0	234.3	304.0	455.1	327.7	397.8	
372.8	234.8	310.7	469.1	328.4	405.8	
372.2	234.2	310.1	468.3	327.6	405.0	
375.4	239.8	314.4	472.1	335.1	410.4	
488.4	313.5	409.7	605.5	434.4	528.5	
368.9	240.9	311.3	464.4	336.6	406.9	
386.4	243.9	322.3	485.1	340.7	420.1	
384.9	251.1	324.7	483.3	350.4	423.5	
396.0	250.4	330.5	496.4	349.4	430.2	
414.1	260.8	345.1	517.8	363.4	448.3	
414.1	260.8	345.1	517.8	363.4	448.3	
319.0	198.1	264.6	405.5	279.0	348.6	
343.5	214.2	285.3	434.5	300.7	374.3	
324.5	205.6	271.0	412.0	289.1	356.7	
363.4	239.0	307.4	458.0	334.1	402.2	
338.0	212.4	281.5	428.0	298.2	369.6	
359.2	231.2	301.6	453.0	323.6	394.8	
422.0	248.0	343.7	517.3	351.0	442.5	
319.0	198.1	264.6	405.5	279.0	348.6	
343.5	214.2	285.3	434.5	300.7	374.3	
324.5	205.6	271.0	412.0	289.1	356.7	
363.4	239.0	307.4	458.0	334.1	402.2	
338.0	212.4	281.5	428.0	298.2	369.6	
359.2	231.2	301.6	453.0	323.6	394.8	
413.4	278.8	352.8	517.0	387.7	458.8	
430.1	274.6	360.1	536.7	382.0	467.1	
387.7	227.8	315.7	486.6	319.0	411.2	
393.9	236.6	323.1	494.0	330.8	420.6	
405.8	238.5	330.5	508.0	333.4	429.4	
413.7	240.4	335.7	517.3	336.0	435.7	
460.2	264.2	372.0	572.2	368.0	480.3	
405.8	238.5	330.5	508.0	333.4	429.4	
464.1	264.0	374.1	576.8	367.7	482.7	
469.1	267.4	378.3	582.7	372.3	488.0	
464.1	264.0	374.1	576.8	367.7	482.7	
469.1	267.4	378.3	582.7	372.3	488.0	

[illegible]	[illegible]	Comb Vol Higher	Final Labe	EPA_FUEL	EPA_GHG	EPA_AMT
	N	4.3	4.3			
	N	4.5	4.5			
	N	4.3	4.3			
	N	4.5	4.5			
	N	4.5	4.5			
	N	4.5	4.5			
	N	4.5	4.5			
	N	4.8	4.8			
	N	4.8	4.8			
	N	4.8	4.8			
	N	4.3	4.3			
	N	4.5	4.5			
	N	4.5	4.5			
	N	4.5	4.5			
	N	4.5	4.5			
	N	4.5	4.5			
	N	5.9	5.9			
	N	4.5	4.5			
	N	4.8	4.8			
	N	4.8	4.8			
	N	4.8	4.8			
	N	5.0	5.0			
	N	5.0	5.0			
	N	3.8	3.8			
	N	4.2	4.2			
	N	4.0	4.0			
	N	4.5	4.5			
	N	4.2	4.2			
	N	4.3	4.3			
	N	4.3	4.3			
	N	3.8	3.8			
	N	4.2	4.2			
	N	4.0	4.0			
	N	4.5	4.5			
	N	4.2	4.2			
	N	4.3	4.3			
	N	5.3	5.3			
	N	5.3	5.3			
	N	4.5	4.5			
	N	4.8	4.8			
	N	4.8	4.8			
	N	5.0	5.0			
	N	5.3	5.3			
	N	4.8	4.8			
	N	5.6	5.6			
	N	5.6	5.6			
	N	5.6	5.6			
	N	5.6	5.6			

EPA_UNRD

EPA_UNRI	EPA_UNRI	EPA_ADJ_	EPA_PHEV	Label Subr	GHG 1-10 rating on Ethanol (EPA Deter
				Mr Ross	Gatzke
				Mr Ross	Gatzke
				Mr Ross	Gatzke

mined)

To: richard.thomas@vw.com[richard.thomas@vw.com]
Cc: oliver.schmidt@vw.com[oliver.schmidt@vw.com]; Snyder, Jim[Snyder.Jim@epa.gov]
From: Good, David
Sent: Fri 8/22/2014 11:46:09 PM
Subject: re: 2015 FE Guide - Data EPA's database as of Aug 22, 2014 for your review; on Aug 28, 2014 I will send error free Verify data to DOE for the 2015 Printed Guide & the web
VW_Group_2015 FEGuide-all rel dates-no-sales-8-22-2014.xlsx

Richard,

re: 2015 FE Guide - Data EPA's database as of Aug 22, 2014 for your review; on Aug 28, 2014 I will send error free Verify data to DOE for the 2015 Printed Guide & the web

Attached are the data in Verify as of August 22, 2014 for your review. Labels with pea green fill in the first few columns have errors which need to be corrected before I can have the data posted on www.fueleconomy.gov or included in the 2015 Printed Guide. This file doesn't include label information for EV, PHEV, or fuel cell vehicles. I'll send them to you next week (for any new labels).

Please make any needed corrections to Verify when you get a chance.

I'm out of the office on Monday (8/25) but back on Tuesday.

Thanks

Dave

EPA comm	VERIFY cc	Model Yr (Mfr Name	Division (t	Carline	Verify Mfr	Index (Mo	Eng Displ	# Cyl	
		2015 Volkswagen	Group of	A3	VGA	7	1.8	4	
Diesel;		2015 Volkswagen	Group of	A3	VGA	101	2.0	4	
		2015 Volkswagen	Group of	A3 Cabriolet	VGA	6	1.8	4	
		2015 Volkswagen	Group of	A3 Cabriolet quattro	VGA	5	2.0	4	
		2015 Volkswagen	Group of	A3 quattro	VGA	4	2.0	4	
		2015 Volkswagen	Group of	A4	VGA	46	2.0	4	
Relabeled.	Please include in	2015 Volkswagen	Group of	A4 quattro	VGA	64	2.0	4	if not already pro
		2015 Volkswagen	Group of	A4 quattro	VGA	49	2.0	4	
Relabeled.	Please include in	2015 Volkswagen	Group of	A5 Cabriolet quattro	VGA	66	2.0	4	if not already pro
Relabeled.	Please include in	2015 Volkswagen	Group of	A5 quattro	VGA	65	2.0	4	if not already pro
		2015 Volkswagen	Group of	A5 quattro	VGA	50	2.0	4	
		2015 Volkswagen	Group of	A6	VGA	47	2.0	4	
		2015 Volkswagen	Group of	A6 quattro	VGA	48	2.0	4	
		2015 Volkswagen	Group of	A6 quattro	VGA	72	3.0	6	
Diesel;		2015 Volkswagen	Group of	A6 quattro	VGA	17	3.0	6	
		2015 Volkswagen	Group of	A7 quattro	VGA	71	3.0	6	
Diesel;		2015 Volkswagen	Group of	A7 quattro	VGA	18	3.0	6	
		2015 Volkswagen	Group of	A8	VGA	40	3.0	6	
		2015 Volkswagen	Group of	A8	VGA	11	4.0	8	
Diesel;		2015 Volkswagen	Group of	A8L	VGA	15	3.0	6	
		2015 Volkswagen	Group of	A8L	VGA	41	3.0	6	
		2015 Volkswagen	Group of	A8L	VGA	10	4.0	8	
		2015 Volkswagen	Group of	A8L	VGA	14	6.3	12	
		2015 Volkswagen	Group of	allroad quattro	VGA	68	2.0	4	
		2015 Volkswagen	Group of	Q3	VGA	62	2.0	4	
		2015 Volkswagen	Group of	Q3 quattro	VGA	37	2.0	4	
		2015 Volkswagen	Group of	Q5	VGA	67	2.0	4	
		2015 Volkswagen	Group of	Q5	VGA	70	3.0	6	
Diesel;		2015 Volkswagen	Group of	Q5	VGA	16	3.0	6	
Hybrid;		2015 Volkswagen	Group of	Q5 Hybrid	VGA	63	2.0	4	
Diesel;		2015 Volkswagen	Group of	Q7	VGA	12	3.0	6	
		2015 Volkswagen	Group of	Q7	VGA	51	3.0	6	
		2015 Volkswagen	Group of	R8	VGA	27	4.2	8	
		2015 Volkswagen	Group of	R8	VGA	29	4.2	8	
		2015 Volkswagen	Group of	R8	VGA	35	5.2	10	
		2015 Volkswagen	Group of	R8	VGA	33	5.2	10	
		2015 Volkswagen	Group of	R8 Spyder	VGA	26	4.2	8	
		2015 Volkswagen	Group of	R8 Spyder	VGA	28	4.2	8	
		2015 Volkswagen	Group of	R8 Spyder	VGA	34	5.2	10	
		2015 Volkswagen	Group of	R8 Spyder	VGA	32	5.2	10	
		2015 Volkswagen	Group of	RS5	VGA	30	4.2	8	
		2015 Volkswagen	Group of	RS5 Cabriolet	VGA	31	4.2	8	
Relabeled.	Please include in	2015 Volkswagen	Group of	RS7	VGA	21	4.0	8	if not already pro
		2015 Volkswagen	Group of	S3	VGA	42	2.0	4	
		2015 Volkswagen	Group of	S4	VGA	73	3.0	6	
		2015 Volkswagen	Group of	S4	VGA	76	3.0	6	
		2015 Volkswagen	Group of	S5	VGA	74	3.0	6	
		2015 Volkswagen	Group of	S5	VGA	77	3.0	6	
		2015 Volkswagen	Group of	S5 Cabriolet	VGA	75	3.0	6	
		2015 Volkswagen	Group of	S6	VGA	20	4.0	8	
		2015 Volkswagen	Group of	S7	VGA	19	4.0	8	
		2015 Volkswagen	Group of	S8	VGA	9	4.0	8	

	2015	Volkswagen Group of	SQ5	VGA	69	3.0	6
	2015	Volkswagen Group of	TT Coupe quattro	VGA	2	2.0	4
	2015	Volkswagen Group of	TT Roadster quattro	VGA	3	2.0	4
	2015	Volkswagen Group of	Continental GT	VGA	24	4.0	8
	2015	Volkswagen Group of	Continental GT	VGA	43	6.0	12
	2015	Volkswagen Group of	Continental GT Convertible	VGA	22	4.0	8
	2015	Volkswagen Group of	Continental GT Convertible	VGA	45	6.0	12
	2015	Volkswagen Group of	Flying Spur	VGA	23	4.0	8
	2015	Volkswagen Group of	Flying Spur	VGA	44	6.0	12
	2015	Volkswagen Group of	Mulsanne	VGA	61	6.8	8
	2015	Volkswagen Group of	Veyron	VGA	60	8.0	16
	2015	Volkswagen Group of	Aventador Coupe	VGA	52	6.5	12
	2015	Volkswagen Group of	Aventador Roadster	VGA	53	6.5	12
	2015	Volkswagen Group of	Huracan	VGA	25	5.2	10
	2015	Volkswagen Lamborghini	Veneno Roadster	VGA	54	6.5	12
	2015	Volkswagen Volkswagen	Beetle	VGA	79	1.8	4
	2015	Volkswagen Volkswagen	Beetle	VGA	78	1.8	4
	2015	Volkswagen Volkswagen	Beetle	VGA	81	2.0	4
Diesel;	2015	Volkswagen Volkswagen	Beetle	VGA	95	2.0	4
	2015	Volkswagen Volkswagen	Beetle	VGA	83	2.0	4
Diesel;	2015	Volkswagen Volkswagen	Beetle	VGA	91	2.0	4
	2015	Volkswagen Volkswagen	Beetle Convertible	VGA	80	1.8	4
	2015	Volkswagen Volkswagen	Beetle Convertible	VGA	82	2.0	4
Diesel;	2015	Volkswagen Volkswagen	Beetle Convertible	VGA	96	2.0	4
	2015	Volkswagen Volkswagen	Beetle Convertible	VGA	84	2.0	4
Diesel;	2015	Volkswagen Volkswagen	Beetle Convertible	VGA	92	2.0	4
	2015	Volkswagen Volkswagen	CC	VGA	58	2.0	4
	2015	Volkswagen Volkswagen	CC	VGA	59	2.0	4
	2015	Volkswagen Volkswagen	CC 4Motion	VGA	56	3.6	6
	2015	Volkswagen Volkswagen	Eos	VGA	36	2.0	4
	2015	Volkswagen Volkswagen	Golf	VGA	103	1.8	4
	2015	Volkswagen Volkswagen	Golf	VGA	85	1.8	4
Diesel;	2015	Volkswagen Volkswagen	Golf	VGA	100	2.0	4
Diesel; Relabeled. Please include in knowledge base and field the reason and regulations for relabeling (if not alrea	2015	Volkswagen Volkswagen	Golf	VGA	104	2.0	4
	2015	Volkswagen Volkswagen	GTI	VGA	1	2.0	4
	2015	Volkswagen Volkswagen	GTI	VGA	8	2.0	4
	2015	Volkswagen Volkswagen	Jetta	VGA	98	1.8	4
	2015	Volkswagen Volkswagen	Jetta	VGA	97	1.8	4
	2015	Volkswagen Volkswagen	Jetta	VGA	93	2.0	4
Diesel;	2015	Volkswagen Volkswagen	Jetta	VGA	102	2.0	4
	2015	Volkswagen Volkswagen	Jetta	VGA	99	2.0	4
	2015	Volkswagen Volkswagen	Jetta	VGA	86	2.0	4
Diesel;	2015	Volkswagen Volkswagen	Jetta	VGA	105	2.0	4
	2015	Volkswagen Volkswagen	Jetta	VGA	94	2.0	4
	2015	Volkswagen Volkswagen	Passat	VGA	90	1.8	4
	2015	Volkswagen Volkswagen	Passat	VGA	88	1.8	4
Diesel;	2015	Volkswagen Volkswagen	Passat	VGA	89	2.0	4
Diesel;	2015	Volkswagen Volkswagen	Passat	VGA	87	2.0	4
	2015	Volkswagen Volkswagen	Passat	VGA	55	3.6	6
	2015	Volkswagen Volkswagen	Tiguan	VGA	39	2.0	4
	2015	Volkswagen Volkswagen	Tiguan 4Motion	VGA	38	2.0	4
Diesel;	2015	Volkswagen Volkswagen	Touareg	VGA	13	3.0	6
	2015	Volkswagen Volkswagen	Touareg	VGA	57	3.6	6

Hybrid;	2015 Volkswagen Touareg Hybrid	VGH	106	3.0	6

Transmiss	City FE (G	Hwy FE (C	Comb FE	Low'd City	Low'd HW	Low'd Cor	City Unad	Hwy Unad	Comb Una
Auto(AM-S6)	23	33	27				28.9000	46.6000	34.8580
Auto(AM-S6)	31	43	36				41.0359	61.6186	48.2955
Auto(AM-S6)	24	35	28				30.5000	47.0000	36.2224
Auto(AM-S6)	23	32	26				29.0000	44.2000	34.3094
Auto(AM-S6)	24	33	27				30.0000	44.6000	35.1828
Auto(AV-S8)	24	32	27				30.3000	44.6000	35.4089
Auto(S8)	21	30	25				27.1000	42.2000	32.3011
Manual(M6)	22	32	26				27.5555	43.9180	33.1059
Auto(S8)	21	29	24				26.4000	41.0000	31.4377
Auto(S8)	21	30	25				27.1000	42.2000	32.3011
Manual(M6)	22	32	26				27.5555	43.9180	33.1059
Auto(AV-S8)	25	33	28				31.4000	46.9000	36.8857
Auto(S8)	20	29	23				24.8000	40.5000	30.0404
Auto(S8)	18	27	22				23.1369	38.1000	28.1037
Auto(S8)	24	38	29				30.6987	52.4000	37.7304
Auto(S8)	18	28	21				23.0447	37.6000	27.9059
Auto(S8)	24	38	29				30.6987	52.4000	37.7304
Auto(S8)	19	29	22				23.5657	39.6000	28.8162
Auto(S8)	18	30	22				22.5929	39.4000	27.9601
Auto(S8)	24	36	28				29.9399	51.4000	36.8664
Auto(S8)	19	29	22				23.5657	39.6000	28.8162
Auto(S8)	18	29	22				22.2780	39.1000	27.6266
Auto(S8)	14	22	17				17.2000	28.6000	20.9595
Auto(S8)	21	28	24				26.7000	39.2000	31.1732
Auto(S6)	20	29	23				24.8499	40.0000	29.9555
Auto(S6)	20	28	23				24.8000	38.5000	29.5284
Auto(S8)	20	28	23				24.8000	38.6000	29.5548
Auto(S8)	18	26	21				22.8446	35.5000	27.2096
Auto(S8)	24	31	27				29.1832	43.5000	34.2568
Auto(S8)	24	30	26				30.4000	39.9000	34.0480
Auto(S8)	19	28	22				22.8000	39.1000	28.0649
Auto(S8)	16	22	18				19.4000	30.0000	23.0678
Auto(AM-S7)	14	23	17				16.4549	29.7195	20.5904
Manual(M6)	11	20	14				13.6544	24.3877	17.0265
Auto(AM-S7)	13	22	16				15.4000	28.8067	19.4796
Manual(M6)	12	19	14				13.7000	23.4475	16.8527
Auto(AM-S7)	14	23	17				16.4549	29.7195	20.5904
Manual(M6)	11	20	14				13.6544	24.3877	17.0265
Auto(AM-S7)	13	22	16				15.4000	28.8067	19.4796
Manual(M6)	12	19	14				13.7000	23.4475	16.8527
Auto(AM-S7)	16	23	18				19.1000	30.0000	22.8332
Auto(AM-S7)	16	22	18				19.2000	28.9000	22.6159
Auto(S8)	15	25	18				17.8763	33.1799	22.5584
Auto(AM-S6)	23	31	26				28.5000	41.5000	33.1767
Auto(AM-S7)	18	28	21				22.4000	35.8000	26.9372
Manual(M6)	17	26	20				20.0000	33.4000	24.4063
Auto(AM-S7)	18	28	21				22.4000	35.8000	26.9372
Manual(M6)	17	26	20				20.0000	33.4000	24.4063
Auto(AM-S7)	18	26	21				22.1000	34.7000	26.4165
Auto(AM-S7)	17	27	20				20.7366	35.2072	25.4423
Auto(AM-S7)	17	27	20				20.7366	35.2072	25.4423
Auto(S8)	17	27	20				19.9000	36.4000	24.9995

Auto(S8)	17	24	19	20.8000	32.9000	24.9252
Auto(AM-S6)	22	31	26	28.3669	42.1911	33.2728
Auto(AM-S6)	22	31	26	28.3669	42.1911	33.2728
Auto(S8)	15	25	19	19.1000	33.5000	23.6806
Auto(S8)	12	21	15	15.4000	28.3000	19.3741
Auto(S8)	14	24	17	17.3000	31.8000	21.7662
Auto(S8)	12	20	15	14.4000	26.7000	18.1658
Auto(S8)	14	24	17	17.3000	31.8000	21.7662
Auto(S8)	12	20	15	14.4000	26.7000	18.1658
Auto(S8)	11	18	13	12.9000	21.8000	15.8033
Auto(AM-S7)	8	15	10	10.0000	17.9000	12.4782
Auto(AM-S7)	11	18	13	12.6000	25.2000	16.2581
Auto(AM-S7)	10	16	12	11.5000	21.2000	14.4817
Auto(AM-S7)	14	20	16	16.8000	25.5000	19.8471
Auto(AM-S	11	17	13	12.5000	22.7000	15.6681
Auto(S6)	25	33	28	31.8064	46.0926	36.9616
Manual(M5)	24	33	27	30.3689	46.0618	35.8679
Auto(AM-S6)	24	30	26	29.1689	42.3558	33.9213
Auto(AM-S6)	31	41	34	40.2000	57.8000	46.5830
Manual(M6)	23	31	26	27.7589	43.4112	33.1352
Manual(M6)	31	41	34	40.0000	57.8000	46.4350
Auto(S6)	24	32	27	30.6903	45.4713	35.9488
Auto(AM-S6)	23	29	25	28.8902	40.8000	33.2591
Auto(AM-S6)	30	40	34	39.7000	56.5000	45.8327
Manual(M6)	23	31	26	27.7589	43.4112	33.1352
Manual(M6)	30	40	34	38.7000	57.2000	45.2919
Auto(AM-S6)	22	31	25	26.9290	42.1849	32.1632
Manual(M6)	21	32	25	25.6435	43.4548	31.4431
Auto(S6)	17	25	20	20.5000	33.5000	24.8373
Auto(AM-S6)	22	30	25	27.5000	41.5000	32.4219
Auto(S6)	25	36	29	32.5000	51.1000	38.8661
Manual(M5)	25	37	30	32.6000	52.5000	39.3042
Auto(AM-S6)	31	43	36	41.0359	61.6186	48.2955
Manual(M6)	30	45	36	39.9000	64.5000	48.1668
Auto(AM-S6)	25	33	28	30.7000	45.3000	35.9078
Manual(M6)	25	34	28	30.0000	46.4000	35.6740
Auto(S6)	25	37	30	32.7401	52.6000	39.4414
Manual(M5)	25	37	29	32.3787	52.4790	39.1216
Auto(AM-S6)	24	32	27	29.5595	44.4600	34.8093
Auto(AM-S6)	31	45	36	41.3000	64.1000	49.1703
Auto(S6)	23	34	26	28.7000	47.5000	34.9193
Manual(M5)	25	34	28	29.3000	49.6000	35.9145
Manual(M6)	31	46	36	40.2000	65.6000	48.6823
Manual(M6)	23	33	26	28.2801	45.1600	33.9987
Auto(S6)	24	36	28	31.2000	50.5769	37.6995
Manual(M5)	24	35	28	30.9734	49.8831	37.3437
Auto(AM-S6)	30	42	34	38.7000	59.9000	46.0312
Manual(M6)	30	44	35	39.0000	62.4000	46.9173
Auto(AM-S6)	20	28	23	23.9000	37.3000	28.5088
Auto(S6)	21	26	23	25.9873	36.0386	29.7169
Auto(S6)	20	26	23	25.7711	36.0238	29.5565
Auto(S8)	20	29	23	24.1000	41.0000	29.5883
Auto(S8)	17	23	19	21.3000	31.6000	24.9612

Auto(S8)	20	24	21		25.1000	33.1000	28.1631

City Unrd	Hwy Unrd	Comb Unr	Guzzler?	Air Aspir I	Air Aspira	Trans	Trans Des	Trans, Otl	# Gears
23.4556	33.3421	27.0673		TC	Turbocharged	AMS	Automated Manual- Selectable	6	(e.g. Au
31.1996	43.0359	35.6064		TC	Turbocharged	AMS	Automated Manual- Selectable	6	(e.g. Au
24.3444	34.5845	28.0867		TC	Turbocharged	AMS	Automated Manual- Selectable	6	(e.g. Au
23.3120	31.5429	26.4136		TC	Turbocharged	AMS	Automated Manual- Selectable	6	(e.g. Au
24.0818	32.6198	27.2970		TC	Turbocharged	AMS	Automated Manual- Selectable	6	(e.g. Au
23.6858	31.6788	26.7189		TC	Turbocharged	SCV	Selectable Continuously Variable	8	(e.g. C
21.3584	30.0427	24.5522		TC	Turbocharged	SA	Semi-Automatic	8	
22.1972	32.0693	25.7665		TC	Turbocharged	M	Manual	6	
20.8442	29.2228	23.9319		TC	Turbocharged	SA	Semi-Automatic	8	
21.3584	30.0427	24.5522		TC	Turbocharged	SA	Semi-Automatic	8	
22.1972	32.0693	25.7665		TC	Turbocharged	M	Manual	6	
24.5044	32.5529	27.5721		TC	Turbocharged	SCV	Selectable Continuously Variable	8	(e.g. C
19.6106	28.8603	22.9156		TC	Turbocharged	SA	Semi-Automatic	8	
18.3949	27.2332	21.5408		SC	Supercharged	SA	Semi-Automatic	8	
24.4094	38.0485	29.1042		TC	Turbocharged	SA	Semi-Automatic	8	
18.0028	27.5267	21.3226		SC	Supercharged	SA	Semi-Automatic	8	
24.4094	38.0485	29.1042		TC	Turbocharged	SA	Semi-Automatic	8	
18.6853	29.3211	22.3303		SC	Supercharged	SA	Semi-Automatic	8	
18.2315	29.5343	22.0244		TC	Turbocharged	SA	Semi-Automatic	8	
23.8727	36.3252	28.2271		TC	Turbocharged	SA	Semi-Automatic	8	
18.6853	29.3211	22.3303		SC	Supercharged	SA	Semi-Automatic	8	
17.9485	28.5015	21.5369		TC	Turbocharged	SA	Semi-Automatic	8	
13.8358	21.9706	16.6020	G	NA	Naturally Aspirated	SA	Semi-Automatic	8	
21.0646	27.9892	23.7037		TC	Turbocharged	SA	Semi-Automatic	8	
19.6619	28.5380	22.8617		TC	Turbocharged	SA	Semi-Automatic	6	
19.7028	28.0105	22.7375		TC	Turbocharged	SA	Semi-Automatic	6	
19.6619	27.5771	22.5781		TC	Turbocharged	SA	Semi-Automatic	8	
17.8443	25.5746	20.6536		SC	Supercharged	SA	Semi-Automatic	8	
23.6266	31.3636	26.5783		TC	Turbocharged	SA	Semi-Automatic	8	
24.0075	29.7936	26.3065		TC	Turbocharged	SA	Semi-Automatic	8	
18.7400	27.6200	21.9099		TC	Turbocharged	SA	Semi-Automatic	8	
15.5983	21.6157	17.8322		SC	Supercharged	SA	Semi-Automatic	8	
13.5631	22.5823	16.5348	G	NA	Naturally Aspirated	AMS	Automated Manual- Selectable	7	(e.g. Au
11.4565	20.0560	14.1955	G	NA	Naturally Aspirated	M	Manual	6	
12.9942	22.2057	15.9766	G	NA	Naturally Aspirated	AMS	Automated Manual- Selectable	7	(e.g. Au
11.7338	19.4192	14.2763	G	NA	Naturally Aspirated	M	Manual	6	
13.5631	22.5823	16.5348	G	NA	Naturally Aspirated	AMS	Automated Manual- Selectable	7	(e.g. Au
11.4565	20.0560	14.1955	G	NA	Naturally Aspirated	M	Manual	6	
12.9942	22.2057	15.9766	G	NA	Naturally Aspirated	AMS	Automated Manual- Selectable	7	(e.g. Au
11.7338	19.4192	14.2763	G	NA	Naturally Aspirated	M	Manual	6	
15.7409	23.3075	18.4339		NA	Naturally Aspirated	AMS	Automated Manual- Selectable	7	(e.g. Au
15.8793	22.1836	18.2078		NA	Naturally Aspirated	AMS	Automated Manual- Selectable	7	(e.g. Au
14.5210	25.1577	17.9329		TC	Turbocharged	SA	Semi-Automatic	8	
23.1833	30.7065	26.0560		TC	Turbocharged	AMS	Automated Manual- Selectable	6	(e.g. Au
18.1170	27.5580	21.4190		SC	Supercharged	AMS	Automated Manual- Selectable	7	(e.g. Au
17.0438	26.0230	20.1767		SC	Supercharged	M	Manual	6	
18.1170	27.5580	21.4190		SC	Supercharged	AMS	Automated Manual- Selectable	7	(e.g. Au
17.0438	26.0230	20.1767		SC	Supercharged	M	Manual	6	
17.6699	25.9530	20.6333		SC	Supercharged	AMS	Automated Manual- Selectable	7	(e.g. Au
16.7533	26.9042	20.1794		TC	Turbocharged	AMS	Automated Manual- Selectable	7	(e.g. Au
16.7533	26.9042	20.1794		TC	Turbocharged	AMS	Automated Manual- Selectable	7	(e.g. Au
16.5369	26.7008	19.9551		TC	Turbocharged	SA	Semi-Automatic	8	

16.7285	23.6581	19.2682	SC	Supercharged	SAM	Semi-Automatic	8
22.3665	31.1759	25.6242	TC	Turbocharged	AMS	Automated Manual- Selectable	6 (e.g. Au
22.3665	31.1759	25.6242	TC	Turbocharged	AMS	Automated Manual- Selectable	6 (e.g. Au
15.2087	25.3816	18.5553	TC	Turbocharged	SAM	Semi-Automatic	8
12.4737	21.0866	15.2827	G TC	Turbocharged	SAM	Semi-Automatic	8
13.8190	23.8488	17.0447	G TC	Turbocharged	SAM	Semi-Automatic	8
12.0228	20.0478	14.6643	G TC	Turbocharged	SAM	Semi-Automatic	8
13.8190	23.8488	17.0447	G TC	Turbocharged	SAM	Semi-Automatic	8
12.0228	20.0478	14.6643	G TC	Turbocharged	SAM	Semi-Automatic	8
10.5402	17.7129	12.8889	G TC	Turbocharged	SAM	Semi-Automatic	8
8.4232	14.7698	10.4424	G TC	Turbocharged	AMS	Automated Manual- Selectable	7 (e.g. Au
10.6055	18.4729	13.1199	G NA	Naturally Aspirated	AMS	Automated Manual- Selectable	7 (e.g. Au
9.7957	16.2453	11.9264	G NA	Naturally Aspirated	AMS	Automated Manual- Selectable	7 (e.g. Au
14.0224	20.0427	16.2140	G NA	Naturally Aspirated	AMS	Automated Manual- Selectable	7 (e.g. Au
10.6353	16.9743	12.7836	G NA	Naturally Aspirated	AMS	Automated	7
24.7637	32.6943	27.7980	TC	Turbocharged	SAM	Semi-Automatic	6
23.7579	32.6943	27.0899	TC	Turbocharged	MM	Manual	5
23.6856	29.5929	26.0232	TC	Turbocharged	AMS	Automated Manual- Selectable	6 (e.g. Au
30.6516	40.5292	34.4273	TC	Turbocharged	AMS	Automated Manual- Selectable	6 (e.g. Au
22.6980	30.6082	25.6850	TC	Turbocharged	MM	Manual	6
30.5143	40.5292	34.3319	TC	Turbocharged	MM	Manual	6
23.9740	32.2876	27.1159	TC	Turbocharged	SAM	Semi-Automatic	6
22.7135	28.5529	25.0157	TC	Turbocharged	AMS	Automated Manual- Selectable	6 (e.g. Au
30.3081	39.6674	33.9083	TC	Turbocharged	AMS	Automated Manual- Selectable	6 (e.g. Au
22.6980	30.6082	25.6850	TC	Turbocharged	MM	Manual	6
29.6183	40.1317	33.5766	TC	Turbocharged	MM	Manual	6
21.8993	30.8310	25.1821	TC	Turbocharged	AMS	Automated Manual- Selectable	6 (e.g. Au
20.6665	31.8238	24.5378	TC	Turbocharged	MM	Manual	6
16.9415	25.2190	19.8774	NA	Naturally Aspirated	SAM	Semi-Automatic	6
21.7634	30.1121	24.8658	TC	Turbocharged	AMS	Automated Manual- Selectable	6 (e.g. Au
25.2640	36.0643	29.1989	TC	Turbocharged	SAM	Semi-Automatic	6
25.3353	37.0021	29.5244	TC	Turbocharged	MM	Manual	5
31.1996	43.0359	35.6064	TC	Turbocharged	AMS	Automated Manual- Selectable	6 (e.g. Au
30.4456	44.9367	35.6137	TC	Turbocharged	MM	Manual	6
24.6434	32.6158	27.6891	TC	Turbocharged	AMS	Automated Manual- Selectable	6 (e.g. Au
24.9095	34.2917	28.4070	TC	Turbocharged	MM	Manual	6
25.4066	37.0689	29.5967	TC	Turbocharged	SAM	Semi-Automatic	6
25.1926	37.0021	29.4176	TC	Turbocharged	MM	Manual	5
23.5744	31.8670	26.7012	TC	Turbocharged	AMS	Automated Manual- Selectable	6 (e.g. Au
31.4045	44.6752	36.2501	TC	Turbocharged	AMS	Automated Manual- Selectable	6 (e.g. Au
22.5269	33.6412	26.4608	NA	Naturally Aspirated	SAM	Semi-Automatic	6
24.6629	33.9684	28.1307	NA	Naturally Aspirated	MM	Manual	5
30.6516	45.6549	35.9711	TC	Turbocharged	MM	Manual	6
22.8950	32.6159	26.4413	TC	Turbocharged	MM	Manual	6
24.3335	35.7288	28.4112	TC	Turbocharged	SAM	Semi-Automatic	6
24.1899	35.2585	28.1693	TC	Turbocharged	MM	Manual	5
29.6183	41.9168	34.1237	TC	Turbocharged	AMS	Automated Manual- Selectable	6 (e.g. Au
29.8256	43.5614	34.7575	TC	Turbocharged	MM	Manual	6
19.7174	27.8048	22.6868	NA	Naturally Aspirated	AMS	Automated Manual- Selectable	6 (e.g. Au
20.5496	25.7855	22.6161	TC	Turbocharged	SAM	Semi-Automatic	6
20.3807	25.8019	22.5089	TC	Turbocharged	SAM	Semi-Automatic	6
19.6490	28.9961	22.9829	TC	Turbocharged	SAM	Semi-Automatic	8
17.0411	22.7325	19.2048	NA	Naturally Aspirated	SAM	Semi-Automatic	8

19.8843	23.7762	21.4655	SC	Supercharged	GA	Semi-Automatic	8

Lockup Tc	Trans Cre	Drive Sys	Drive Des	Primary B	Max Ethar	Max Biodi	Range1 - I	Fuel Usag	Fuel Usag
Y	N	F	2-Wheel Drive, Front	EVGAV02.0APA	15			GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	EVGAV02.0VAL		5		DU	Diesel, ultra low s
Y	N	F	2-Wheel Drive, Front	EVGAV02.0APA	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV02.0APA	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV02.0APA	15			GP	Gasoline (Premium
N	N	F	2-Wheel Drive, Front	EVGAV02.0AUB	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ02.0AUF	85		422	GP	Gasoline (Premium
N	N	A	All Wheel Drive	EVGAV02.0AUB	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ02.0AUF	85		406	GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ02.0AUF	85		422	GP	Gasoline (Premium
N	N	A	All Wheel Drive	EVGAV02.0AUB	15			GP	Gasoline (Premium
N	N	F	2-Wheel Drive, Front	EVGAV02.0AUB	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV02.0AUB	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0AUD	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0NU4		5		DU	Diesel, ultra low s
Y	N	A	All Wheel Drive	EVGAJ03.0AUD	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0NU4		5		DU	Diesel, ultra low s
Y	N	A	All Wheel Drive	EVGAV03.0AUE	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.0NUA	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0NU4		5		DU	Diesel, ultra low s
Y	N	A	All Wheel Drive	EVGAV03.0AUE	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.0NUA	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV06.3VUM	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ02.0AUF	85		406	GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	EVGAV02.0AUA	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV02.0AUA	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ02.0AUF	85		455	GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0AUD	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0NU4		5		DU	Diesel, ultra low s
Y	N	A	All Wheel Drive	EVGAT02.0AUH	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAT03.0NU3		5		DU	Diesel, ultra low s
Y	N	A	All Wheel Drive	EVGAT03.0ALT	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.2NLC	15			GP	Gasoline (Premium
N	N	A	All Wheel Drive	EVGAV04.2NLC	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV05.2NLD	15			GP	Gasoline (Premium
N	N	A	All Wheel Drive	EVGAV05.2NLD	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.2NLC	15			GP	Gasoline (Premium
N	N	A	All Wheel Drive	EVGAV04.2NLC	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV05.2NLD	15			GP	Gasoline (Premium
N	N	A	All Wheel Drive	EVGAV05.2NLD	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.2NLB	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.2NLB	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.0NUA	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV02.0AUA	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0AUD	15			GP	Gasoline (Premium
N	N	A	All Wheel Drive	EVGAJ03.0AUD	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0AUD	15			GP	Gasoline (Premium
N	N	A	All Wheel Drive	EVGAJ03.0AUD	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0AUD	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.0NUA	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.0NUA	15			GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.0NUA	15			GP	Gasoline (Premium

Y	N	A	All Wheel Drive	FVGAJ03.0AUD	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV02.0AUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV02.0AUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV04.0NUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV06.0VLN	85	357	GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV04.0NUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV06.0VLN	85	357	GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV04.0NUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV06.0VLN	85	357	GP	Gasoline (Premium
Y	N	R	2-Wheel Drive, Rear	FVGAV06.8ELP	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV08.0GLB	15		GPR	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV06.5LLR	15		GPR	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV06.5LLR	15		GPR	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV05.2NLE	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV06.	15		GPR	Gasoline (I
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		G	Gasoline (Regular
N	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		G	Gasoline (Regular
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
N	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		GP	Gasoline (Premium
N	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		G	Gasoline (Regular
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
N	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		GP	Gasoline (Premium
N	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VUE	15		GP	Gasoline (Premium
N	N	F	2-Wheel Drive, Front	FVGAV02.0VUE	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV03.6VUF	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VSE	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	FVGAV02.0APA	15		G	Gasoline (Regular
N	N	F	2-Wheel Drive, Front	FVGAV02.0APA	15		G	Gasoline (Regular
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
N	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
Y	N	F	2-Wheel Drive, Front	FVGAV02.0APA	15		GP	Gasoline (Premium
N	N	F	2-Wheel Drive, Front	FVGAV02.0APA	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		G	Gasoline (Regular
N	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	10		G	Gasoline (Regular
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VUC	15		G	Gasoline (Regular
N	N	F	2-Wheel Drive, Front	FVGAV02.0VUC	15		G	Gasoline (Regular
N	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
N	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		G	Gasoline (Regular
N	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		G	Gasoline (Regular
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
N	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
Y	N	F	2-Wheel Drive, Front	FVGAV03.6VUG	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VUE	10		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAJ02.0VUE	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAT03.0NU2		5	DU	Diesel, ultra low s
Y	N	A	All Wheel Drive	FVGAT03.6VUK	15		GP	Gasoline (Premium

Y	N	A	All Wheel Drive	3VWGAT03.0VUH	15		GP	Gasoline (Premium

Fuel Unit	Fuel Unit I	Gas Guzz	Gas Guzz	2Dr Pass	2Dr Lugg	4Dr Pass	4Dr Lugg	Htchbk Pa	Htchbk Lu
MPG	miles per gallon		Not exempt			86	12		
MPG	miles per gallon		Not exempt			86	12		
MPG	miles per gallon		Not exempt	79	10				
MPG	miles per gallon		Not exempt	79	10				
MPG	miles per gallon		Not exempt			86	10		
MPG	miles per gallon		Not exempt			91	12		
MPG	miles per gallon		Not exempt			91	12		
MPG	miles per gallon		Not exempt			91	12		
MPG	miles per gallon		Not exempt	81	10				
MPG	miles per gallon		Not exempt	84	12				
MPG	miles per gallon		Not exempt	84	12				
MPG	miles per gallon		Not exempt			98	16		
MPG	miles per gallon		Not exempt			98	16		
MPG	miles per gallon		Not exempt			98	16		
MPG	miles per gallon		Not exempt			98	16		
MPG	miles per gallon		Not exempt					94	25
MPG	miles per gallon		Not exempt					94	25
MPG	miles per gallon		Not exempt			100	15		
MPG	miles per gallon		Not exempt			100	15		
MPG	miles per gallon		Not exempt			107	15		
MPG	miles per gallon		Not exempt			107	15		
MPG	miles per gallon		Not exempt			107	15		
MPG	miles per gallon		Not exempt			107	15		
MPG	miles per gallon		Not exempt			90	28		
MPG	miles per gallon		Not exempt					84	17
MPG	miles per gallon		Not exempt					84	17
MPG	miles per gallon		Truck						
MPG	miles per gallon		Truck						
MPG	miles per gallon		Truck						
MPG	miles per gallon		Truck						
MPG	miles per gallon		Truck						
MPG	miles per gallon		Truck						
MPG	miles per gallon		Not exempt						
MPG	miles per gallon		Not exempt						
MPG	miles per gallon		Not exempt						
MPG	miles per gallon		Not exempt						
MPG	miles per gallon		Not exempt						
MPG	miles per gallon		Not exempt						
MPG	miles per gallon		Not exempt						
MPG	miles per gallon		Not exempt						
MPG	miles per gallon		Not exempt	84	13				
MPG	miles per gallon		Not exempt	81	10				
MPG	miles per gallon		Not exempt					94	25
MPG	miles per gallon		Not exempt			86	10		
MPG	miles per gallon		Not exempt			90	13		
MPG	miles per gallon		Not exempt			90	13		
MPG	miles per gallon		Not exempt	84	13				
MPG	miles per gallon		Not exempt	84	13				
MPG	miles per gallon		Not exempt	81	10				
MPG	miles per gallon		Not exempt			98	16		
MPG	miles per gallon		Not exempt					94	25
MPG	miles per gallon		Not exempt			100	15		

MPG	miles per gallon	Truck							
MPG	miles per gallon	Not exempt	74	13					
MPG	miles per gallon	Not exempt							
MPG	miles per gallon	Not exempt	89	11					
MPG	miles per gallon	Not exempt	89	11					
MPG	miles per gallon	Not exempt	86	7					
MPG	miles per gallon	Not exempt	86	7					
MPG	miles per gallon	Not exempt	102	13					
MPG	miles per gallon	Not exempt	102	13					
MPG	miles per gallon	Not exempt			101	11			
MPG	miles per gallon	Not exempt							
MPG	miles per gallon	Not exempt							
MPG	miles per gallon	Not exempt							
MPG	miles per gallon	Not exempt							
MPG	miles per gN	Not exempt							
MPG	miles per gallon	Not exempt					85	15	
MPG	miles per gallon	Not exempt					85	15	
MPG	miles per gallon	Not exempt					85	15	
MPG	miles per gallon	Not exempt					85	15	
MPG	miles per gallon	Not exempt					85	15	
MPG	miles per gallon	Not exempt					85	15	
MPG	miles per gallon	Not exempt	81	7					
MPG	miles per gallon	Not exempt	81	7					
MPG	miles per gallon	Not exempt	81	7					
MPG	miles per gallon	Not exempt	81	7					
MPG	miles per gallon	Not exempt	81	7					
MPG	miles per gallon	Not exempt	94	13					
MPG	miles per gallon	Not exempt	94	13					
MPG	miles per gallon	Not exempt	94	13					
MPG	miles per gallon	Not exempt	77	11					
MPG	miles per gallon	Not exempt					93	16	
MPG	miles per gallon	Not exempt					93	16	
MPG	miles per gallon	Not exempt					93	16	
MPG	miles per gallon	Not exempt					93	16	
MPG	miles per gallon	Not exempt					93	16	
MPG	miles per gallon	Not exempt					93	16	
MPG	miles per gallon	Not exempt			94	16			
MPG	miles per gallon	Not exempt			94	16			
MPG	miles per gallon	Not exempt			94	16			
MPG	miles per gallon	Not exempt			94	16			
MPG	miles per gallon	Not exempt			94	16			
MPG	miles per gallon	Not exempt			94	16			
MPG	miles per gallon	Not exempt			94	16			
MPG	miles per gallon	Not exempt			94	16			
MPG	miles per gallon	Not exempt			102	16			
MPG	miles per gallon	Not exempt			102	16			
MPG	miles per gallon	Not exempt			102	16			
MPG	miles per gallon	Not exempt			102	16			
MPG	miles per gallon	Not exempt			102	16			
MPG	miles per gallon	Truck							
MPG	miles per gallon	Truck							
MPG	miles per gallon	Truck							
MPG	miles per gallon	Truck							

MPG miles per gallon Truck

Annual Fu	EPA Calcu	Comment	City2 FE (U	Hwy2 Fue	Comb2 Fu	Low'd City	Low'd Hw	Low'd Cor	City2 Una
2100	2100	corrected fuel unit price, engine configuration number changed to #1 for 1.8L engine code CN							
1550	1550	hwy label value correction, Bio-Diesel Max 5%							
2050	2050	refresh release date, corrected interior volumes, fuel unit price correction, engine configurati							
2200	2200	refreshed release date, interior volume corrected, engine configuration changed to #2 for 2.0							
2100	2100	carline interior volumes corrected from 2 door to 4 door, engine configuration number chang							
2100	2100								
2300	2300	manuf confirmatory tests used, 5-cycle un-rounded city value typo corrected	15	22	18				19.5
2200	2200								
2400	2400	eng code correction, manuf confirmatory tests used	15	21	17				19
2300	2300	manuf confirmatory tests used, 5-cycle city MPG typo correction	15	22	18				19.5
2200	2200								
2050	2050								
2500	2500								
2600	2600								
1950	1950								
2700	2700								
1950	1950								
2600	2600								
2600	2600								
2000	2000								
2600	2600								
2600	2600	FUEL AND GHG RATING CORRECTED TO 5							
3350	3350	5-yr fuel cost corrected							
2400	2400	manuf confirmatory tests updated	15	21	17				19.2
2500	2500	Corrected CO2 typos, corrected round error for highway rounded adjusted CO2 value							
2500	2500	Eng division correction							
2500	2500		14	19	16				17.4
2700	2700	5yr fuel cost corrected							
2100	2100	Corrected unrounded unadjusted highway and combined CO2 values							
2200	2200	corrected stop/start indicator, zero set for 5-yr fuel saved instead of zero for spending							
2550	2550								
3150	3150	corrected highway CO2 adj value							
3350	3350								
4050	4050								
3550	3550								
4050	4050								
3350	3350								
4050	4050								
3550	3550								
4050	4050								
3150	3150								
3150	3150								
3150	3150	Relabel, 50/50 weighting of best and worse (D&S) testing							
2200	2200	5yr fuel savings set to zero instead of spending							
2700	2700								
2850	2850								
2700	2700								
2850	2850								
2700	2700								
2850	2850	maximum ethanol corrected							
2850	2850	maximum ethanol corrected							
2850	2850	S/S indicator to yes, back to NO.							

3000	3000				
2200	2200	changed engine configuration number after Verify reassigned numbers on CSI after addition o			
2200	2200	changed engine configuration number after Verify reassigned numbers on CSI after addition o			
3000	3000	release date change to March			
3800	3800	9	15	11	10.5
3350	3350	data substitution corrected to no for eng code CYCA, release date change to March			
3800	3800	9	15	11	10.5
3350	3350	release date change to March			
3800	3800	9	15	11	10.5
4400	4400				
5700	5700	eng code correction			
4400	4400				
4750	4750				
3550	3550	Release date change			
4400	4400	corrected carline to Veneno Roadster 477			
1900	1900				
1950	1950	corrected combined unrounded unadj value			
2200	2200	corrected combined unadjusted unrounded value type			
1650	1650	Bio-Diesel Max 5% correction			
2200	2200				
1650	1650	Bio-Diesel Max 5% correction			
1950	1950				
2300	2300				
1650	1650	Bio-Diesel Max 5% correction			
2200	2200				
1650	1650	Bio-Diesel Max 5% correction			
2300	2300				
2300	2300				
2850	2850				
2300	2300				
1800	1800				
1750	1750				
1550	1550	hwy label value corrected, Bio-Diesel Max 5%			
1550	1550	relabel with EPA confirmatory tests, Bio-Diesel Max 5%			
2050	2050	SMOG corrected to 9 as this is a nationwide Tier 2 BIN 2 and Calif PZEV.....engine code correc			
2050	2050	engine code correction to 211 hp code			
1750	1750				
1800	1800	fuel consumption and CO2 unadj unrounded corrected			
2100	2100	5 yr fuel savings corrected			
1550	1550	release date change, Bio-Diesel Max 5% correction			
2000	2000				
1900	1900				
1550	1550	Bio-Diesel Max 5% correction			
2200	2200				
1900	1900	rounded adjusted highway CO2 rounding error corrected			
1900	1900				
1650	1650	EPA confirmatory tests numbers for city highway US06 now included, no label value changes,			
1600	1600	corrected CO2 values and annual fuel cost corrected, Bio-Diesel Max 5% correction			
2500	2500				
2500	2500				
2500	2500				
2450	2450	corrected fuel economy rating to 5			
3000	3000				

2700	2700 S/S set to yes

Hwy2 Una	Comb2 Ur	City2 Unr	Hwy2 Unr	Cmb2 Unr	Range2 -	Fuel2 Usa	Fuel2 Usa	Fuel2 Unit	Fuel2 Unit
30.8	23.356	15.3563	21.9111	17.7451	304	E	Ethanol (E85)	MPG	miles per gallon
30	22.7545	15.0024	21.384	17.3296	287	E	Ethanol (E85)	MPG	miles per gallon
30.8	23.356	15.3563	21.9111	17.7451	304	E	Ethanol (E85)	MPG	miles per gallon
28.8	22.5882	15.1507	20.5603	17.1855	287	E	Ethanol (E85)	MPG	miles per gallon
27.1	20.7407	13.7947	19.3602	15.8444	317	E	Ethanol (E85)	MPG	miles per gallon

20.8	13.5107	8.8115	15.1054	10.8449	262	E	Ethanol (E85)	MPG	miles per gallon
20.5	13.4531	8.6127	14.7094	10.5874	262	E	Ethanol (E85)	MPG	miles per gallon
20.5	13.4531	8.6127	14.7094	10.5874	262	E	Ethanol (E85)	MPG	miles per gallon

Fuel2 Ann	City CO2 I	Hwy CO2	Comb CO	Fuel2 EPA	Descripto	Intake Val	Exhaust V	Carline Cl	Carline Cl
					SIDI;	2	23	Subcompact Cars	
						2	23	Subcompact Cars	
					SIDI;	2	23	Subcompact Cars	
					SIDI;	2	23	Subcompact Cars	
					SIDI;	2	23	Subcompact Cars	
					SIDI;	2	24	Compact Cars	
2600	400	281	347	2600	SIDI; Under EPA regulations, the manufacturer is required to use fu	2	24	Compact Cars	
					SIDI;	2	24	Compact Cars	
2750	410	288	355	2750	SIDI; Under EPA regulations, the manufacturer is required to use fu	2	23	Subcompact Cars	
2600	400	281	347	2600	SIDI; Under EPA regulations, the manufacturer is required to use fu	2	23	Subcompact Cars	
					SIDI;	2	23	Subcompact Cars	
					SIDI;	2	25	Midsize Cars	
					SIDI;	2	25	Midsize Cars	
					SIDI;	2	25	Midsize Cars	
						2	25	Midsize Cars	
					SIDI;	2	25	Midsize Cars	
						2	25	Midsize Cars	
					SIDI;	2	25	Midsize Cars	
					SIDI;	2	25	Midsize Cars	
						2	26	Large Cars	
					SIDI;	2	26	Large Cars	
					SIDI;	2	26	Large Cars	
					SIDI;	2	26	Large Cars	
2750	406	300	358	2750	SIDI; FFV;	2	27	Small Station Wag	
					SIDI;	2	24	Compact Cars	
					SIDI;	2	24	Compact Cars	
2900	450	320	392	2900	SIDI; FFV;	2	231	Small SUV 4WD	
					SIDI;	2	231	Small SUV 4WD	
						2	231	Small SUV 4WD	
					SIDI;	2	231	Small SUV 4WD	
						2	233	Standard SUV 4W	
					SIDI;	2	233	Standard SUV 4W	
					SIDI;	2	21	Two Seaters	
					SIDI;	2	21	Two Seaters	
					SIDI;	2	21	Two Seaters	
					SIDI;	2	21	Two Seaters	
					SIDI;	2	21	Two Seaters	
					SIDI;	2	21	Two Seaters	
					SIDI;	2	21	Two Seaters	
					SIDI;	2	21	Two Seaters	
					SIDI;	2	23	Subcompact Cars	
					SIDI;	2	23	Subcompact Cars	
					SIDI; Under EPA regulations, the manufacturer is required to use fu	2	25	Midsize Cars	
					SIDI;	2	23	Subcompact Cars	
					SIDI;	2	24	Compact Cars	
					SIDI;	2	24	Compact Cars	
					SIDI;	2	23	Subcompact Cars	
					SIDI;	2	23	Subcompact Cars	
					SIDI;	2	23	Subcompact Cars	
					SIDI;	2	25	Midsize Cars	
					SIDI;	2	25	Midsize Cars	
					SIDI;	2	25	Midsize Cars	

					SIDI;	2	231	Small SUV 4WD
					SIDI;	2	23	Subcompact Cars
					SIDI;	2	21	Two Seaters
					SIDI;	2	24	Compact Cars
4250	711	410	576	4250	FFV;	2	24	Compact Cars
					SIDI;	2	23	Subcompact Cars
4250	726	421	589	4250	FFV;	2	23	Subcompact Cars
					SIDI;	2	25	Midsize Cars
4250	726	421	589	4250	FFV;	2	25	Midsize Cars
						1	15	Midsize Cars
						2	21	Two Seaters
						2	21	Two Seaters
						2	21	Two Seaters
					SIDI & PFI;	2	21	Two Seaters
						2	21	Two Seate
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
						2	24	Compact Cars
					SIDI;	2	24	Compact Cars
						2	24	Compact Cars
					SIDI;	2	23	Subcompact Cars
					SIDI;	2	23	Subcompact Cars
						2	23	Subcompact Cars
					SIDI;	2	23	Subcompact Cars
						2	23	Subcompact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	23	Subcompact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
						2	24	Compact Cars
					Under EPA regulations, the manufacturer revised the Carl eco			
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
						2	24	Compact Cars
						1	14	Compact Cars
						1	14	Compact Cars
						2	24	Compact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	25	Midsize Cars
					SIDI;	2	25	Midsize Cars
						2	25	Midsize Cars
						2	25	Midsize Cars
					SIDI;	2	25	Midsize Cars
					SIDI;	2	230	Small SUV 2WD
					SIDI;	2	231	Small SUV 4WD
						2	233	Standard SUV 4W
					SIDI;	2	233	Standard SUV 4W

	SIDI;	2	233	Standard SUV 4W

Car/Truck	Calc Appr	Sales	Release D	EPA FE Label Dataset ID	Unique La	Label Rec	Relabel	Relabel D
car	Vehicle Specific 5-cycle	2	2/25/2014	16011	N	N		
car	Derived 5-cycle label	7	7/28/2014	16973	N	N		
car	Vehicle Specific 5-cycle	6	6/2/2014	16013	N	N		
car	Vehicle Specific 5-cycle	6	6/2/2014	16012	N	N		
car	Vehicle Specific 5-cycle	1	1/15/2014	16197	N	N		
car	Derived 5-cycle label		6/9/2014	15670	N	N		
car	Derived 5-cycle label	7	7/29/2014	16780	N	Y	RL	Relabel - label val
car	Vehicle Specific 5-cycle	6	6/9/2014	15675	N	N		
car	Derived 5-cycle label	8	8/22/2014	16989	N	Y	RH	Relabel - label val
car	Derived 5-cycle label	7	7/29/2014	16782	N	Y	RL	Relabel - label val
car	Vehicle Specific 5-cycle	6	6/9/2014	15676	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	15673	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	15674	N	N		
car	Derived 5-cycle label		6/9/2014	16062	N	N		
car	Vehicle Specific 5-cycle	6	6/10/2014	15458	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	16061	N	N		
car	Vehicle Specific 5-cycle	6	6/10/2014	15459	N	N		
car	Vehicle Specific 5-cycle	5	5/15/2014	15647	N	N		
car	Vehicle Specific 5-cycle	5	5/15/2014	15385	N	N		
car	Vehicle Specific 5-cycle	5	5/15/2014	15456	N	N		
car	Vehicle Specific 5-cycle	5	5/15/2014	15648	N	N		
car	Vehicle Specific 5-cycle	5	5/15/2014	15386	N	N		
car	Vehicle Specific 5-cycle	5	5/15/2014	16699	N	N		
car	Derived 5-cycle label		6/9/2014	16637	N	N		
car	Derived 5-cycle label	8	8/4/2014	16057	N	N		
car	Vehicle Specific 5-cycle	8	8/4/2014	15650	N	N		
	Derived 5-cycle label		6/9/2014	16034	N	N		
	Vehicle Specific 5-cycle	6	6/9/2014	16700	N	N		
	Vehicle Specific 5-cycle	6	6/10/2014	15460	N	N		
	Vehicle Specific 5-cycle	6	6/9/2014	16701	N	N		
	Vehicle Specific 5-cycle	6	6/2/2014	15408	N	N		
	Derived 5-cycle label		6/9/2014	15711	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	15493	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	15497	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	15601	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	15598	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	15492	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	15496	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	15600	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	15597	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	15589	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	15590	N	N		
car	Vehicle Specific 5-cycle	7	7/28/2014	16705	N	Y	RL	Relabel - label val
car	Vehicle Specific 5-cycle	8	8/4/2014	16702	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	16064	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	16067	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	16065	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	16068	N	N		
car	Vehicle Specific 5-cycle	6	6/9/2014	16066	N	N		
car	Vehicle Specific 5-cycle	6	6/2/2014	15576	N	N		
car	Vehicle Specific 5-cycle	6	6/2/2014	15575	N	N		
car	Vehicle Specific 5-cycle	5	5/15/2014	15400	N	N		

	Vehicle Specific 5-cycle label	6/9/2014	16059	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	1/15/2014	16014	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	1/15/2014	16015	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	3/28/2014	15558	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	5/15/2014	15654	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	3/28/2014	15557	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	5/15/2014	15661	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	3/28/2014	15559	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	5/15/2014	15659	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	5/1/2014	15737	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	5/23/2014	15692	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	7/4/2014	15678	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	7/4/2014	15681	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	5/12/2014	15599	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	7/4/2014	16523	[redacted]	N	N		
car	Derived 5-cycle label	7/28/2014	16085	[redacted]	N	N		
car	Derived 5-cycle label	7/28/2014	16169	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	7/28/2014	16170	[redacted]	N	N		
car	Derived 5-cycle label	8/25/2014	16979	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	7/28/2014	16092	[redacted]	N	N		
car	Derived 5-cycle label	8/25/2014	16981	[redacted]	N	N		
car	Derived 5-cycle label	7/28/2014	16086	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	7/28/2014	16088	[redacted]	N	N		
car	Derived 5-cycle label	8/25/2014	16978	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	7/28/2014	16093	[redacted]	N	N		
car	Derived 5-cycle label	8/25/2014	16980	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	7/14/2014	15689	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	7/14/2014	15690	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	7/14/2014	15687	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	7/14/2014	15602	[redacted]	N	N		
car	Derived 5-cycle label	7/28/2014	16492	[redacted]	N	N		
car	Derived 5-cycle label	7/28/2014	16198	[redacted]	N	N		
car	Derived 5-cycle label	7/28/2014	16974	[redacted]	N	N		
car	Derived 5-cycle label	8/8/2014	16972	[redacted]	N	Y	RL	Relabel - label val
car	Vehicle Specific 5-cycle label	4/1/2014	16903	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	4/1/2014	16904	[redacted]	N	N		
car	Derived 5-cycle label	8/25/2014	16429	[redacted]	N	N		
car	Derived 5-cycle label	8/25/2014	16468	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	7/28/2014	16703	[redacted]	N	N		
car	Derived 5-cycle label	8/4/2014	16976	[redacted]	N	N		
car	Derived 5-cycle label	8/25/2014	16450	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	8/25/2014	16222	[redacted]	N	N		
car	Derived 5-cycle label	7/28/2014	16977	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	7/28/2014	16381	[redacted]	N	N		
car	Derived 5-cycle label	7/14/2014	16393	[redacted]	N	N		
car	Derived 5-cycle label	7/14/2014	16273	[redacted]	N	N		
car	Derived 5-cycle label	7/14/2014	16982	[redacted]	N	N		
car	Derived 5-cycle label	7/28/2014	16983	[redacted]	N	N		
car	Vehicle Specific 5-cycle label	5/26/2014	15686	[redacted]	N	N		
	Derived 5-cycle label	7/14/2014	15612	[redacted]	N	N		
	Derived 5-cycle label	7/14/2014	15611	[redacted]	N	N		
	Vehicle Specific 5-cycle label	9/15/2014	15417	[redacted]	N	N		
	Derived 5-cycle label	8/1/2014	15688	[redacted]	N	N		

Derived 5-cycle label	9/15/2014	16838	N	N

Suppress	Police/Em	Comment	Cyl Deact	Cyl Deact	Var Valve	Var Valve	Var Valve	Var Valve	Energy St
N	N	1.8L Engine	N	Code CNSB, CXBB //	Y	CNSA, CXBA	CONTINUOU	US VARIABLE VALVE TIMING	
N	N	Engine Code	N	CRUA = Audi A3, VW	Y	Golf, Jetta Engine Co	N	de CVCA = VW Passat, Beetle, Beetle C	
N	N	1.8L Engine	N	Code CNSB, CXBB //	Y	CNSA, CXBA	CONTINUOU	US VARIABLE VALVE TIMING	
N	N	2.0L Engine	N	Code CNTC	Y		CONTINUOU	US VARIABLE VALVE TIMING	Audi Valvetronic
N	N	2.0L Engine	N	Code CNTC	Y		CONTINUOU	US VARIABLE VALVE TIMING	Audi Valvetronic
N	N		N		Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N	Engine Code	N	: CPMB	Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N		N		Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N	Engine Code	N	: CPMB	Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N	Engine Code	N	: CPMB	Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N		N		Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N		N		Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N		N		Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N	Engine Code	N	: CTUA	Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N		N		N		N		
N	N	Engine Code	N	: CTUA	Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N		N		N		N		
N	N	Engine Code	N	: CREC Equipped with	Y	Start Stop Tech	nology, wh	en Drive Mode Control	VALVETRONIC SYSTEM
N	N	Engine Code	Y	CTGA. A8 Deactivation of cylinders 2, 3, 5, and 8 by means of the intake and exhaust camshaft adjusters					
N	N		N		N		N		
N	N	Engine Code	N	: CREC Equipped with	Y	Start Stop Tech	nology, wh	en Drive Mode Control	VALVETRONIC SYSTEM
N	N	Engine Code	Y	CTGA. A8 Deactivation of cylinders 2, 3, 5, and 8 by means of the intake and exhaust camshaft adjusters					
N	N	Engine Code	Y	CTNA with 12 cylinder		deactivation		Exhaust cam timing is electronically con	
N	N	Engine Code	N	: CPMB	Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N	Engine Code	N	CCTA - Q3 models	Y		CONTINUOU	SLY VARIABLE VALVE TIMING	
N	N	Engine Code	N	CCTA - Q3 models	Y		CONTINUOU	SLY VARIABLE VALVE TIMING	
N	N	Engine Code	N	: CPMB	Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N	Engine Code	N	: CTUC	Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N		N		N		N		
N	N	Engine Code	N	(CHJA) Audi Q5 Hyb	Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N	Engine code	N	CNRB	N		N		
N	N	Engine Code	N	(CTWB)	Y		CONTINUOU	US VARIABLE VALVE TIMING	
N	N	Engine Code	N	CNDA	Y		CONTINUOU	US INTAKE AND EXHAUST CAM ADJUST	
N	N	Engine Code	N	CNDA	Y		CONTINUOU	US INTAKE AND EXHAUST CAM ADJUST	
N	N	ENGINE CO	DE	CTYA (AUDI R8)	Y		INLET AND	OUTLET CONTINUOUSLY VARIABLE / M	
N	N	ENGINE CO	DE	CTYA (AUDI R8)	Y		INLET AND	OUTLET CONTINUOUSLY VARIABLE / M	
N	N	Engine Code	N	CNDA	Y		CONTINUOU	US INTAKE AND EXHAUST CAM ADJUST	
N	N	Engine Code	N	CNDA	Y		CONTINUOU	US INTAKE AND EXHAUST CAM ADJUST	
N	N	ENGINE CO	DE	CTYA (AUDI R8)	Y		INLET AND	OUTLET CONTINUOUSLY VARIABLE / M	
N	N	ENGINE CO	DE	CTYA (AUDI R8)	Y		INLET AND	OUTLET CONTINUOUSLY VARIABLE / M	
N	N	Engine Code	N	: CFS	Y		Continuously	intake and exhaust cam adjustment	
N	N	Engine Code	N	: CFS	Y		Continuously	intake and exhaust cam adjustment	
N	N	Engine Code	Y	CRDB (RS7)	Deactivation of cylinders 2, 3, 5, and 8 by means of the intake and exhaust camshaft adjusters				
N	N	Engine Code	N	CYFB - Audi S3	Y		CONTINUOU	SLY VARIABLE VALVE TIMING -	Audi Valve System - Exhaust
N	N	Engine Code	N	: CTUB	Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N	Engine Code	N	: CTUB	Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N	Engine Code	N	: CTUB	Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N	Engine Code	N	: CTUB	Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N	Engine Code	N	: CTUB	Y		CONTINUOU	US VARIABLE VALVE TIMING	AUDI VALVETRONIC SYSTEM
N	N	Engine Code	Y	CEUC. S6/S7	Deactivation of cylinders 2, 3, 5, and 8 by means of the intake and exhaust camshaft adjusters				
N	N	Engine Code	Y	CEUC. S6/S7	Deactivation of cylinders 2, 3, 5, and 8 by means of the intake and exhaust camshaft adjusters				
N	N	Engine Code	Y	CYCA. 6D	Deactivation of cylinders 2, 3, 5, and 8 by means of the intake and exhaust camshaft adjusters				

N	N	Engine Code: CTUA		Y	CONTINUOUS VARIABLE VALVE TIMING					
N	N	Generation 1 (EVO) 2.0L TFSI with		Y	Audi Valvelift System	CONTINUOUS VARIABLE VALVE TIMING				
N	N	Generation 1 (EVO) 2.0L TFSI with		Y	Audi Valvelift System	CONTINUOUS VARIABLE VALVE TIMING				
N	N	Engine Code: CYCA. 6		Y	Beginning					
N	N	Engine Code: CVAB. Bentley Continental GT / Continental GTC		Y		INLET AND OUTLET CONTINUOUSLY VARIABLE / M				
N	N	Engine Code: CYCA. 6		Y	Beginning					
N	N	Engine Code: CVAB. Bentley Continental GT / Continental GTC		Y		INLET AND OUTLET CONTINUOUSLY VARIABLE / M				
N	N	Engine Code: CYCA. 6		Y	Beginning					
N	N	Engine Code: CVAB. Bentley Continental GT / Continental GTC		Y		INLET AND OUTLET CONTINUOUSLY VARIABLE / M				
N	N	Y	Cylinder deactivation		Variable number of cylinders firing and closing of intake and exh					
N	N	Engine Code: (CBXA). CHARGE AIR		Y	COOLER (INTERCOOLER)					
N	N	Engine Code: L539B (Aventador		Y	ELECTRONICALLY CONTROLLED					
N	N	Engine Code: L539B (Aventador		Y	ELECTRONICALLY CONTROLLED					
N	N	ENGINE CODE: CSJA (Lamborghini		Y	Huracan / Huracan Spyder					
N	N	Engine Co	Y		ELECTRO	Y		HYDRAULIC	N	
N	N	Engine Code: (CPKA). 1.8L Volkswagen		Y	Passat, Jetta, Beetle, Beetle Convertible					
N	N	Engine Code: (CPKA). 1.8L Volkswagen		Y	Passat, Jetta, Beetle, Beetle Convertible					
N	N	Engine Code: (CPLA). 2.0L Jetta, Beetle, Beetle Convertible		Y						
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C					
N	N	Engine Code: (CPLA). 2.0L Jetta, Beetle, Beetle Convertible		Y						
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C					
N	N	Engine Code: (CPKA). 1.8L Volkswagen		Y	Passat, Jetta, Beetle, Beetle Convertible					
N	N	Engine Code: (CPLA). 2.0L Jetta, Beetle, Beetle Convertible		Y						
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C					
N	N	Engine Code: (CPLA). 2.0L Jetta, Beetle, Beetle Convertible		Y						
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C					
N	N	N		Y	position of intake/exhaust camshaft electronically					
N	N	N		Y	position of intake/exhaust camshaft electronically					
N	N	N		Y	position of intake/exhaust camshaft electronically					
N	N	N		Y	CONTINUOUS VARIABLE VALVE TIMING					
N	N	1.8L Engine Code CNSB, CXBB //		Y	CNSA, CXBA	CONTINUOUS VARIABLE VALVE TIMING				
N	N	1.8L Engine Code CNSB, CXBB //		Y	CNSA, CXBA	CONTINUOUS VARIABLE VALVE TIMING				
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C					
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C					
N	N	2.0L Engine Code CNTC		Y	CONTINUOUS VARIABLE VALVE TIMING					
N	N	2.0L Engine Code CNTC		Y	CONTINUOUS VARIABLE VALVE TIMING					
N	N	Engine Code: (CPKA). 1.8L Volkswagen		Y	Passat, Jetta, Beetle, Beetle Convertible					
N	N	Engine Code: (CPKA). 1.8L Volkswagen		Y	Passat, Jetta, Beetle, Beetle Convertible					
N	N	Engine Code: (CPLA). 2.0L Jetta, Beetle, Beetle Convertible		Y						
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C					
N	N	Engine Code: CBPA		N		N				
N	N	Engine Code: CBPA		N		N				
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C					
N	N	Engine Code: (CPLA). 2.0L Jetta, Beetle, Beetle Convertible		Y						
N	N	Engine Code: (CPKA). 1.8L Volkswagen		Y	Passat, Jetta, Beetle, Beetle Convertible					
N	N	Engine Code: (CPKA). 1.8L Volkswagen		Y	Passat, Jetta, Beetle, Beetle Convertible					
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C					
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C					
N	N	Engine code: CDVB		Y	Electronic control / Hydraulic adjustment					
N	N	N		Y	position of intake/exhaust camshaft electronically					
N	N	N		Y	position of intake/exhaust camshaft electronically					
N	N	Engine Code: CNRB		N		N				
N	N	N		Y	INTAKE / EXHAUST CAM TIMING ADJUSTED HYDRAU					

| | | |

Energy St	# Batteries	Battery Ty	Battery Ty	Total Volt	Batt Ener	Batt Spec	Batt Char	Comment	# Capacit
	1	Lithium Ion		266	5.00	37.0	On-Board		

1	NiMH	288	6.00	21.5	On-Board

Regen Bra	Regen Bra	Regen Bra	Driver Cnt	Fuel Cell I	Usable H2	Fuel Cell (	HEV-EV C	# Drive M	Motor Ger
Electrical Regen Brake	Both	Y						1	AC Induction

Other	BRAKE PEDAL TRIGGERED	Both	REGENERATIVE HYDRAULIC MECHANICAL BRAKE SYSTEM	1	Other

Motor Ger	Rated Mot	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Cell V	Off Board	Camless V	Oil Viscosi
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				CRDI	Common Rail Direct Diesel Injection		N		5W40 VW 50501
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				CRDI	Common Rail Direct Diesel Injection		N		5W30 VW 50700
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				CRDI	Common Rail Direct Diesel Injection		N		5W30 VW 50700
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W30 VW 50400 /
				CRDI	Common Rail Direct Diesel Injection		N		5W30 VW 50700
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W30 VW 50400 /
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40
				GDI	Spark Ignition Direct Injection		N		5W40
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				CRDI	Common Rail Direct Diesel Injection		N		5W30 VW 50700
	40			GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				CRDI	Common Rail Direct Diesel Injection		N		5W30 VW 50700
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W/30, VW50400
				GDI	Spark Ignition Direct Injection		N		5W/30, VW50400
				GDI	Spark Ignition Direct Injection		N		10W60 VW 50101
				GDI	Spark Ignition Direct Injection		N		10W60 VW 50101
				GDI	Spark Ignition Direct Injection		N		5W/30, VW50400
				GDI	Spark Ignition Direct Injection		N		5W/30, VW50400
				GDI	Spark Ignition Direct Injection		N		10W60 VW 50101
				GDI	Spark Ignition Direct Injection		N		10W60 VW 50101
				GDI	Spark Ignition Direct Injection		N		5W30 VW 50400 /
				GDI	Spark Ignition Direct Injection		N		5W30 VW 50400 /
				GDI	Spark Ignition Direct Injection		N		5W30 VW 50400 /
				GDI	Spark Ignition Direct Injection		N		5W40
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W30 VW 50400 /
				GDI	Spark Ignition Direct Injection		N		5W30 VW 50400 /
				GDI	Spark Ignition Direct Injection		N		5W30 VW 50400 /

GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
GDI	Spark Ignition Direct Injection	N	5W40
GDI	Spark Ignition Direct Injection	N	5W40
GDI	Spark Ignition Direct Injection	N	5W30 VW 50400 /
MFI	Multipoint/sequential fuel injection	N	5W30 VW 504 00
GDI	Spark Ignition Direct Injection	N	5W30 VW 50400 /
MFI	Multipoint/sequential fuel injection	N	5W30 VW 504 00
GDI	Spark Ignition Direct Injection	N	5W30 VW 50400 /
MFI	Multipoint/sequential fuel injection	N	5W30 VW 504 00
MFI	Multipoint/sequential fuel injection	N	0W40 / VW50200
MFI	Multipoint/sequential fuel injection	N	10W60 VW 50101
MFI	Multipoint/sequential fuel injection	N	5W30 VW 50400 /
MFI	Multipoint/sequential fuel injection	N	5W30 VW 50400 /
GDPI	Spark Ignition direct & ported injection	N	5W30 VW 50400
MFI	Multipoint/s	N	5W30 VW
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
CRDI	Common Rail Direct Diesel Injection	N	5W40 VW 50501
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
CRDI	Common Rail Direct Diesel Injection	N	5W40 VW 50501
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
CRDI	Common Rail Direct Diesel Injection	N	5W40 VW 50501
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
CRDI	Common Rail Direct Diesel Injection	N	5W40 VW 50501
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
GDI	Spark Ignition Direct Injection	N	5W-40 VW50200
GDI	Spark Ignition Direct Injection	N	5W40 / VW50200
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
CRDI	Common Rail Direct Diesel Injection	N	5W40 VW 50501
CRDI	Common Rail Direct Diesel Injection	N	5W40 VW 50501
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
CRDI	Common Rail Direct Diesel Injection	N	5W40 VW 50501
MFI	Multipoint/sequential fuel injection	N	5W40 VW 50200
MFI	Multipoint/sequential fuel injection	N	5W40 VW 50200
CRDI	Common Rail Direct Diesel Injection	N	5W40 VW 50501
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
CRDI	Common Rail Direct Diesel Injection	N	5W40 VW 50501
CRDI	Common Rail Direct Diesel Injection	N	5W40 VW 50501
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200
CRDI	Common Rail Direct Diesel Injection	N	5W30 VW 50700
GDI	Spark Ignition Direct Injection	N	5W40 VW 50200

3 PHASE CURRENT PE	PERM. MAGNET	GDI	Spark Ignition	Direct Injection	N	5W40 VW 50200

Stop/Start	Stop/Start	Trans in FE	Trans as I	Model Typ	Charge De	Charge De	Charge Su	Charge Su	EPA Calcul
N	No	Auto(AM-S6)	Auto(AM-S6)						
N	No	Auto(AM-S6)	Auto(AM-S6)						
N	No	Auto(AM-S6)	Auto(AM-S6)						
N	No	Auto(AM-S6)	Auto(AM-S6)						
N	No	Auto(AM-S6)	Auto(AM-S6)						
N	No	Auto(AV-S8)	Auto(AV-S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Manual(M6)	Manual(M6)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Manual(M6)	Manual(M6)						
N	No	Auto(AV-S8)	Auto(AV-S8)	Audi A6 CVT					
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)	Audi A6 quattro					
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S6)	Auto(S6)						
N	No	Auto(S6)	Auto(S6)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)	Audi Q7					
N	No	Auto(AM-S7)	Auto(AM-S7)						
N	No	Manual(M6)	Manual(M6)						
N	No	Auto(AM-S7)	Auto(AM-S7)						
N	No	Manual(M6)	Manual(M6)						
N	No	Auto(AM-S7)	Auto(AM-S7)						
N	No	Manual(M6)	Manual(M6)						
N	No	Auto(AM-S7)	Auto(AM-S7)						
N	No	Manual(M6)	Manual(M6)						
N	No	Auto(AM-S7)	Auto(AM-S7)						
N	No	Auto(AM-S7)	Auto(AM-S7)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(AM-S6)	Auto(AM-S6)						
N	No	Auto(AM-S7)	Auto(AM-S7)						
N	No	Manual(M6)	Manual(M6)						
N	No	Auto(AM-S7)	Auto(AM-S7)						
N	No	Manual(M6)	Manual(M6)						
N	No	Auto(AM-S7)	Auto(AM-S7)						
N	No	Auto(AM-S7)	Auto(AM-S7)						
N	No	Auto(AM-S7)	Auto(AM-S7)						
N	No	Auto(S8)	Auto(S8)						

N	No	Auto(S8)	Auto(S8)	
N	No	Auto(AM-S6)	Auto(AM-S6)	TT Coupe quattro
N	No	Auto(AM-S6)	Auto(AM-S6)	TT Coupe quattro
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(AM-S7)	Auto(AM-S7)	
Y	Yes	Auto(AM-S7)	Auto(AM-S7)	
Y	Yes	Auto(AM-S7)	Auto(AM-S7)	
N	No	Auto(AM-S7)	Auto(AM-S7)	
N	No	Auto(AM-S7)	Auto(AM-S7)	VENENO
N	No	Auto(S6)	Auto(S6)	
N	No	Manual(M5)	Manual(M5)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Auto(S6)	Auto(S6)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Auto(S6)	Auto(S6)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Auto(S6)	Auto(S6)	
N	No	Manual(M5)	Manual(M5)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Auto(S6)	Auto(S6)	
N	No	Manual(M5)	Manual(M5)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Auto(S6)	Auto(S6)	Jetta Base
N	No	Manual(M5)	Manual(M5)	
N	No	Manual(M6)	Manual(M6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Auto(S6)	Auto(S6)	
N	No	Manual(M5)	Manual(M5)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Auto(S6)	Auto(S6)	Tiguan front
N	No	Auto(S6)	Auto(S6)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	

Y	Yes	Auto(S8)	Auto(S8)	Touareg Hybrid

| EPA Calcul | MFR Calcu | EPA Calculated Gas G | [redacted] | [redacted] | [redacted]

24.9	[redacted]	4	4 FVGAJ03.0AUD	5
33.3		6	6 FVGAV02.0AUA	5
33.3		6	6 FVGAV02.0AUA	5
23.7		4	4 FVGAV04.0NUA	5
19.5		3	3 FVGAV06.0VLN	5
21.9		4	4 FVGAV04.0NUA	5
18.3		3	3 FVGAV06.0VLN	5
21.9		4	4 FVGAV04.0NUA	5
18.3		3	3 FVGAV06.0VLN	5
15.9		1	1 FVGAV06.8ELP	5
12.6		1	1 FVGAV08.0GLB	5
16.4		1	1 FVGAV06.5LLR	5
14.6		1	1 FVGAV06.5LLR	5
20.0		3	3 FVGAV05.2NLE	5
15.8		1	1 FVGAV06.	5
37.0		7	7 FVGAV02.0VPD	7
35.9		7	7 FVGAV02.0VPD	7
33.9		6	6 FVGAV02.0VPD	7
46.6		8	7 FVGAV02.0VAL	5
33.1		6	6 FVGAV02.0VPD	7
46.4		8	7 FVGAV02.0VAL	5
35.9		7	7 FVGAV02.0VPD	7
33.3		6	6 FVGAV02.0VPD	7
45.8		8	7 FVGAV02.0VAL	5
33.1		6	6 FVGAV02.0VPD	7
45.3		8	7 FVGAV02.0VAL	5
32.2		6	6 FVGAJ02.0VUE	5
31.4		6	6 FVGAJ02.0VUE	5
24.8		5	5 FVGAV03.6VUF	5
32.4		6	6 FVGAV02.0VSE	5
38.9		7	7 FVGAV02.0APA	9
39.3		7	7 FVGAV02.0APA	9
48.3		8	8 FVGAV02.0VAL	5
48.2		8	8 FVGAV02.0VAL	5
35.9		7	7 FVGAV02.0APA	9
35.8		7	7 FVGAV02.0APA	9
39.4		7	7 FVGAV02.0VPD	7
38.4		7	7 FVGAV02.0VPD	7
34.8		7	7 FVGAV02.0VPD	7
49.2		8	8 FVGAV02.0VAL	5
34.9		6	6 FVGAV02.0VUC	5
35.9		7	7 FVGAV02.0VUC	5
48.7		8	8 FVGAV02.0VAL	5
34.0		6	6 FVGAV02.0VPD	7
37.7		7	7 FVGAV02.0VPD	7
37.3		7	7 FVGAV02.0VPD	7
46.2		8	7 FVGAV02.0VAL	5
46.9		8	7 FVGAV02.0VAL	5
28.5		5	5 FVGAV03.6VUG	5
29.7		5	5 FVGAJ02.0VUE	5
29.6		5	5 FVGAJ02.0VUE	5
29.6		5	5 FVGAT03.0NU2	5
25.0		4	4 FVGAT03.6VUK	5

28.2	[redacted]	5	5 FVGAT03.0VUH	5

#2 Smog R	#2 Mfr Sm	#2 EPA Sm	SmartWay	#3 Smog R	#3 Mfr Sm	#3 EPA Sm	SmartWay	#4 Smog R	#4 Mfr Sm

FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VPE	7
FVGAV02.0VPE	7
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5

#4 EPA Sm	SmartWay	$ You Save	$ You Spen	City CO2 R	Hwy CO2 R	Comb CO2	CO2- Volu	CO2- Volu	CO2-Vol In
		500		379	267	328			
		3250		326	236	285			
		750		362	256	314			
		0		379	280	334			
		500		366	271	323			
		500		374	280	332			
			500	415	295	361			
		0		398	277	343			
			1000	424	303	370			
			500	415	295	361			
		0		398	277	343			
		750		360	272	320			
			1500	452	306	386			
			2000	482	326	412			
		1250		416	267	349			
			2500	493	321	416			
		1250		416	267	349			
			2000	473	303	397			
			2000	484	299	401			
		1000		426	280	360			
			2000	473	303	397			
			2000	492	310	410			
			5750	640	403	534			
			1000	420	317	373			
			1500	451	313	389			
			1500	446	316	387			
			1500	452	322	393			
			2500	496	347	429			
		500		430	328	385			
		0		369	298	337			
			1750	541	369	464			
			4750	570	409	498			
			5750	656	394	538			
			9250	772	439	622			
			6750	686	400	557			
			9250	753	454	618			
			5750	656	394	538			
			9250	772	439	622			
			6750	686	400	557			
			9250	753	454	618			
			4750	562	379	480			
			4750	558	398	486			
			4750	614	355	497			
		0		381	289	340			
			2500	488	321	413			
			3250	519	341	439			
			2500	488	321	413			
			3250	519	341	439			
			2500	500	341	428			
			3250	531	330	441			
			3250	531	330	441			
			3250	534	331	442			

	4000	528	373	458
0		395	284	345
0		395	284	345
	4000	580	347	475
	8000	710	421	580
	5750	638	370	517
	8000	736	443	604
	5750	638	370	517
	8000	736	443	604
	11000	840	501	688
	17500	1050	599	847
	11000	836	481	676
	12750	902	547	742
	6750	629	441	544
	11000	831	523	692
1500		357	270	318
1250		372	270	326
0		377	302	343
2750		332	251	295
0		393	292	347
2750		333	251	296
1250		369	274	326
	500	392	314	357
2750		335	256	300
0		393	292	347
2750		344	254	303
	500	402	284	349
	500	428	278	361
	3250	523	351	446
	500	405	292	354
2000		352	247	305
2250		350	240	300
3250		326	236	285
3250		334	227	286
750		358	271	319
750		355	258	311
2250		347	238	298
2000		351	239	301
500		379	281	334
3250		324	228	281
1000		395	265	337
1500		357	259	313
3250		332	223	283
0		389	274	338
1500		363	247	311
1500		366	251	314
2750		344	243	298
3000		341	234	293
	1500	449	319	390
	1500	431	344	392
	1500	435	344	394
	1250	517	351	442
	4000	520	391	462

2500	447	372	413

CO2-City L	CO2-Hwy I	CO2-Comb	CO2-City L	CO2-Hwy I	CO2-Comb	CO2-PHEV	240V Char	120V Char	PHEV Tota
309.0	191.0	255.9	378.7	267.1	328.5				
247.7	165.1	210.5	325.6	236.3	285.4				
289.0	188.0	243.6	362.1	255.5	314.1				
305.0	200.0	257.8	378.6	280.1	334.3				
294.0	198.0	250.8	366.0	271.0	323.2				
292.0	199.0	250.2	373.7	280.2	331.6				
327.0	210.0	274.4	415.0	295.0	361.0				
321.2	202.4	267.7	398.0	276.6	343.4				
335.0	216.0	281.4	424.4	303.1	369.8				
327.0	210.0	274.4	415.0	295.0	361.0				
321.2	202.4	267.7	398.0	276.6	343.4				
282.0	189.0	240.2	360.0	272.0	320.4				
358.0	219.0	295.4	452.0	306.0	386.3				
383.5	233.0	315.8	481.7	326.0	411.6				
331.0	194.0	269.4	415.7	267.3	348.9				
385.0	236.0	318.0	492.9	320.9	415.6				
331.0	194.0	269.4	415.7	267.3	348.9				
376.5	225.0	308.3	473.4	302.9	396.7				
391.0	224.0	315.9	483.9	299.0	400.7				
339.0	198.0	275.6	425.6	280.1	360.1				
376.5	225.0	308.3	473.4	302.9	396.7				
396.0	226.0	319.5	492.3	309.7	410.1				
515.0	310.0	422.8	640.3	403.3	533.6				
331.0	226.0	283.8	419.7	316.6	373.3				
357.5	223.0	297.0	451.0	312.5	388.7				
357.0	230.0	299.9	445.6	315.7	387.1				
358.0	230.0	300.4	451.6	321.9	393.2				
390.0	251.0	327.4	496.0	347.0	429.0				
348.0	231.0	295.4	430.5	328.5	384.6				
380.0	223.0	309.4	369.0	298.0	337.0				
446.0	260.0	362.3	541.0	369.0	463.6				
458.0	295.0	384.6	569.6	409.5	497.6				
540.6	299.8	432.3	656.3	394.3	538.4				
651.3	362.7	521.4	771.6	439.1	622.0				
577.0	309.4	456.6	685.6	400.2	557.2				
646.3	377.5	525.3	753.1	454.0	618.5				
540.6	299.8	432.3	656.3	394.3	538.4				
651.3	362.7	521.4	771.6	439.1	622.0				
577.0	309.4	456.6	685.6	400.2	557.2				
646.3	377.5	525.3	753.1	454.0	618.5				
466.0	296.0	389.5	562.0	379.0	479.6				
463.0	307.0	392.8	558.0	398.0	486.0				
499.5	269.5	396.0	613.8	354.8	497.3				
311.0	214.0	267.4	381.4	289.2	339.9				
396.0	248.0	329.4	488.0	321.0	412.8				
443.0	266.0	363.4	519.0	341.0	438.9				
396.0	248.0	329.4	488.0	321.0	412.8				
443.0	266.0	363.4	519.0	341.0	438.9				
401.0	256.0	335.8	500.0	341.0	428.4				
427.7	252.5	348.9	530.7	330.5	440.6				
427.7	252.5	348.9	530.7	330.5	440.6				
444.0	243.0	353.6	534.0	330.6	442.5				

427.0	269.0	355.9	528.0	372.7	458.1
312.7	210.3	266.6	395.4	284.3	345.4
312.7	210.3	266.6	395.4	284.3	345.4
462.0	263.0	372.4	580.0	347.0	475.2
576.0	314.0	458.1	709.5	420.8	579.6
511.0	278.0	406.2	638.3	369.6	517.4
617.0	333.0	489.2	736.3	442.9	604.3
511.0	278.0	406.2	638.3	369.6	517.4
617.0	333.0	489.2	736.3	442.9	604.3
690.0	408.0	563.1	840.4	501.0	687.7
885.0	495.0	709.5	1050.0	599.0	847.0
705.0	353.0	546.6	836.0	481.0	676.2
771.0	418.0	612.2	902.0	547.0	742.2
524.0	346.0	443.9	628.6	441.0	544.2
708.0	392.0	565.8	831.0	523.0	692.4
277.9	191.7	239.1	357.0	270.4	318.0
290.3	191.7	245.9	371.7	270.4	326.1
306.6	211.2	263.7	377.1	302.3	343.4
253.0	176.0	218.4	331.8	251.0	295.4
322.0	206.1	269.8	392.7	291.6	347.2
254.0	176.0	218.9	333.0	251.0	296.1
287.7	194.3	245.7	368.6	273.9	326.0
308.8	219.0	268.4	392.5	313.5	357.0
256.0	180.0	221.8	335.4	256.4	299.8
322.0	206.1	269.8	392.7	291.6	347.2
263.0	178.0	224.8	343.6	253.7	303.2
327.7	209.1	274.3	402.3	284.1	349.2
347.4	204.8	283.2	428.4	278.4	360.9
434.0	265.0	358.0	523.0	351.0	445.6
321.0	213.0	272.4	404.7	291.7	353.9
274.0	174.0	229.0	352.4	246.5	304.7
272.0	169.0	225.6	350.1	239.8	300.5
247.7	165.1	210.5	325.6	236.3	285.4
255.0	158.0	211.4	334.2	226.8	285.9
288.0	195.0	246.2	358.0	270.7	318.7
294.0	191.0	247.7	354.6	257.9	311.1
269.6	168.0	223.9	347.2	238.5	298.3
272.8	168.4	225.8	351.0	239.0	300.6
302.4	201.2	256.9	378.6	280.6	334.5
246.0	159.0	206.8	323.6	228.1	280.6
310.0	188.0	255.1	394.9	265.4	336.6
302.0	179.0	246.6	356.6	259.3	312.8
253.0	155.0	208.9	331.8	222.7	282.7
316.2	198.2	263.1	389.2	274.4	337.5
283.0	174.7	234.3	363.0	247.5	311.0
285.3	177.3	236.7	365.8	251.0	314.1
263.0	170.0	221.2	343.6	242.9	298.3
261.0	163.0	217.0	341.3	233.5	292.8
372.0	238.0	311.7	449.0	319.0	390.5
340.8	246.4	298.3	431.3	344.0	392.0
343.9	246.4	300.0	435.0	344.0	394.0
422.0	248.0	343.7	517.0	351.0	442.3
416.0	281.0	355.2	520.1	390.6	461.8

354.0	267.0	314.8	446.9	371.8	413.1

City PHEV	Hwy PHEV	Comb PHE	MDPV?	or Adj Comb	Vol Higher	Final Labe	EPA_FUEL	EPA_GHG	EPA_AMT
			N	3.7		3.7			
			N	2.8		2.8			
			N	3.6		3.6			
			N	3.8		3.8			
			N	3.7		3.7			
			N	3.7		3.7			
			N	4.0		4.0			
			N	3.8		3.8			
			N	4.2		4.2			
			N	4.0		4.0			
			N	3.8		3.8			
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			N	4.3		4.3			
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			N	3.6		3.6			
			N	4.5		4.5			
			N	4.5		4.5			
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			N	4.2		4.2			
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			N	5.9		5.9			
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			N	6.2		6.2			
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			N	5.0		5.0			

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N	3.8	3.8
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N	6.7	6.7
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N	5.3	5.3

N	4.8	4.8

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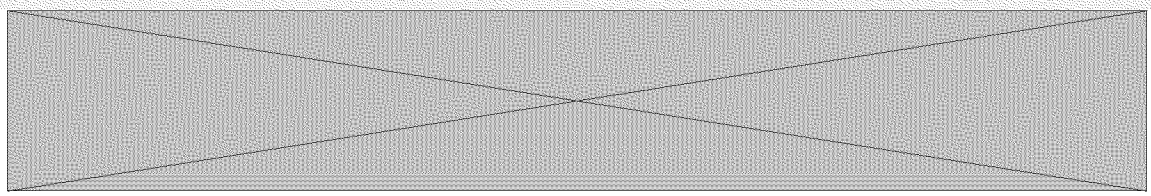
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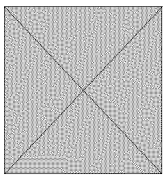
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From: Green Car Reports
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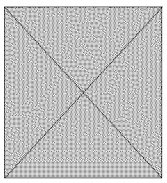
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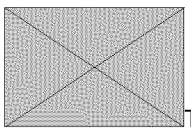
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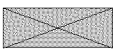
Aug 25, 2014 03:30 pm | feedback@highgearmedia.com (Stephen Edelstein)



Today's news includes a little bit of everything. On the practical side, we've got pricing details for the 2015 Volkswagen e-Golf electric car; on the more subjective side, we assess the impact of Elon Musk's personal touch on Tesla's success. Also, see how Ford and Hyundai apparently plan to challenge the Toyota Prius with their own dedicated...

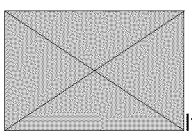
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Ford, Hyundai Dedicated Hybrids To Target 2016 Toyota Prius?

Aug 25, 2014 02:48 pm | feedback@highgearmedia.com (John Voelcker)



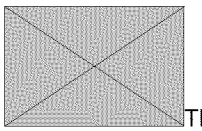
It's been a quiet period for hybrid news lately, with the 2016 Toyota Prius launch delayed and still more than a year away. But further down the road, it appears that both Hyundai and Ford now plan to offer dedicated hybrids--vehicles designed specifically around a hybrid powertrain that offer no gasoline-only version. That's

been the model...

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2015 Volkswagen e-Golf Price To Start At $36,265, Top Trim Level Only

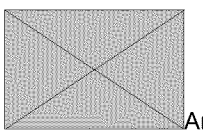
Aug 25, 2014 01:25 pm | feedback@highgearmedia.com (John Voelcker)

 The 2015 Volkswagen e-Golf electric car will be priced from $36,265, VW announced this morning. And the first battery-electric car ever offered in the U.S. by Volkswagen will be offered only in the very top Golf trim level, the SEL Premium model. The 2015 e-Golf goes on sale in November at selected Volkswagen dealerships in launch regions that...

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Mitsubishi Outlander Plug-In Hybrid: Van Model For Europe, But Still A Year Away For U.S.

Aug 25, 2014 01:00 pm | feedback@highgearmedia.com (Antony Ingram)

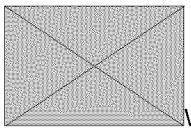
 American buyers are still enduring what seems like an interminable wait for the Mitsubishi Outlander Plug-In Hybrid. Over in Europe however the plug-in crossover has been on sale for a few months now--and Mitsubishi is adding another variant to the range. Unusually, reports Motoring Research, it's a van--though not in the traditional sense of a...

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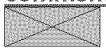
Who Wins Electric-Car Brand Battle? BMW, Tesla Have The Buzz Now

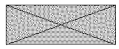
Aug 25, 2014 12:00 pm | feedback@highgearmedia.com

(Stephen Edelstein)

 While more than a dozen plug-in electric cars are now sold in the United States, only three carmakers--Chevrolet, Nissan, and Tesla--have emerged as volume players, with BMW perhaps intending to become the fourth. The Chevrolet Volt and Nissan Leaf still maintain an overall sales lead, but are they losing to BMW and Tesla in the more subjective...

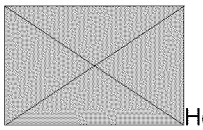
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Tesla CEO Elon Musk's Personal Touch: Secret To His Success?

Aug 25, 2014 11:19 am | feedback@highgearmedia.com (David Noland)

 How does a car-company CEO get to be a rock star? It helps, of course, if your company makes a five-passenger luxury sedan that outdrags a Porsche 911, uses half the energy of a Prius, and has the highest crash-safety rating ever recorded. But Elon Musk has done something else to separate himself from the grey-flannel pack: He listens to his...

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Cc: Ex. 7 Wehrly, Linc[wehrly.linc@epa.gov]
From: Bolon, Kevin
Sent: Mon 8/25/2014 8:25:44 PM
Subject: Missing road load coefficients for some 2014MY Chryslers
Contract_13_313_MY2014_Vehicles Models_Requiring_Road_Load_TWC_22aug2014....xlsx

Hi Joel,

I was hoping that you could help clear up a question that was brought up by Greg Pannone at ControlTech, who is working to catalog the road load characteristics of 2014MY vehicles (this is an ARB contract, which will likely produce useful results for the light-duty GHG rulemaking analysis). ControlTech has been using the Cert Application files to gather road load coefficients, and was able to fill out a database of most 2014 vehicles. However, there was a relatively small set of vehicles that did not report road load coefficients (see attached file).

I talked with Bob Peavyhouse earlier today, and he said that coefficients should have been reported for these vehicles, and the missing data may be just a simple oversight, or possibly due to a mid-year running change for which data was not yet published.

Bob mentioned that you are overseeing the Chrysler (and other?) OEM data submissions, could you please tell me,

1) Why might the coefficients for the 2014 Dodge Ram 1500 configurations not have been reported in the cert application?

2) Is it possible to collect these coefficients from another document, or (if it's an oversight) ask Chrysler to correct the submission?

(the same questions as well, for BMW, Ford, Toyota, and VW vehicles on the list, if you know)

I've cc'd Tim Lavery from ARB, who will help pass along our findings back to ControlTech.

Thank you!

Kevin

Kevin Bolon, Ph.D.
Light Duty Center, Assessment and Standards Division
National Vehicle and Fuel Emissions Laboratory
U.S. EPA, Office of Transportation and Air Quality
734-214-4331 bolon.kevin@epa.gov

Manufacturer	Brand	Model	Displacement	# Cylinders	Aspiration
BMW	BMW	xDrive Coupe	2.0	4	TC
BMW	BMW	650i Convertible	4.4	8	TC
BMW	BMW	650i Coupe	4.4	8	TC
BMW	BMW	X5 sDrive35i	3.0	6	TC
BMW	BMW	X5 xDrive35i	3.0	6	TC
Chrysler	Ram	1500 Crew Cab 5'7" Box 4x2	3.0	6	TC
Chrysler	Ram	1500 Crew Cab 5'7" Box 4x2	5.7	8	NA
Chrysler	Ram	1500 Crew Cab 5'7" Box 4x4	3.0	6	TC
Chrysler	Ram	1500 Crew Cab 5'7" Box 4x4	5.7	8	NA
Chrysler	Ram	1500 Crew Cab 6'4" Box 4x2	3.0	6	TC
Chrysler	Ram	1500 Crew Cab 6'4" Box 4x2	5.7	8	NA
Chrysler	Ram	1500 Crew Cab 6'4" Box 4x2	5.7	8	NA
Chrysler	Ram	1500 Crew Cab 6'4" Box 4x4	3.0	6	TC
Chrysler	Ram	1500 Crew Cab 6'4" Box 4x4	5.7	8	NA
Chrysler	Ram	1500 Crew Cab 6'4" Box 4x4	5.7	8	NA
Chrysler	Ram	1500 Quad Cab 6'4" Box 4x2	3.0	6	TC
Chrysler	Ram	1500 Quad Cab 6'4" Box 4x2	5.7	8	NA
Chrysler	Ram	1500 Quad Cab 6'4" Box 4x2	5.7	8	NA
Chrysler	Ram	1500 Quad Cab 6'4" Box 4x4	3.0	6	TC
Chrysler	Ram	1500 Quad Cab 6'4" Box 4x4	5.7	8	NA
Chrysler	Ram	1500 Quad Cab 6'4" Box 4x4	5.7	8	NA
Chrysler	Ram	1500 Regular Cab 6'4" Box 4x2	5.7	8	NA
Chrysler	Ram	1500 Regular Cab 6'4" Box 4x2	5.7	8	NA
Chrysler	Ram	1500 Regular Cab 6'4" Box 4x4	5.7	8	NA
Chrysler	Ram	1500 Regular Cab 6'4" Box 4x4	5.7	8	NA
Chrysler	Ram	1500 Regular Cab 8' Box 4x2	3.0	6	TC
Chrysler	Ram	1500 Regular Cab 8' Box 4x2	5.7	8	NA
Chrysler	Ram	1500 Regular Cab 8' Box 4x2	5.7	8	NA
Chrysler	Ram	1500 Regular Cab 8' Box 4x4	3.0	6	TC
Chrysler	Ram	1500 Regular Cab 8' Box 4x4	5.7	8	NA
Chrysler	Ram	1500 Regular Cab 8' Box 4x4	5.7	8	NA
Ford	Ford	E-150 Van	4.6	8	NA
Ford	Ford	E-150 Van	5.4	8	NA
Ford	Ford	E-150 Van Ext	4.6	8	NA
Ford	Ford	E-150 Van Ext	5.4	8	NA
Ford	Ford	E-150 Wagon	4.6	8	NA
Ford	Ford	E-150 Wagon	5.4	8	NA
Ford	Ford	E-250 Van	4.6	8	NA
Ford	Ford	E-250 Van	5.4	8	NA
Ford	Ford	E-250 Van Ext	4.6	8	NA
Ford	Ford	E-250 Van Ext	5.4	8	NA
Ford	Ford	E-350 Van	5.4	8	NA
Ford	Ford	E-350 Van	6.8	10	NA
Ford	Ford	E-350 Van Ext	5.4	8	NA

Ford	Ford	E-350 Van Ext	6.8	10	NA
Ford	Ford	E-350 Wagon	5.4	8	NA
Ford	Ford	E-350 Wagon	6.8	10	NA
Ford	Ford	F-150 Regular Cab 6.5' Box 4x2	3.7	6	NA
Ford	Ford	F-150 Regular Cab 6.5' Box 4x4	3.7	6	NA
Ford	Ford	F-150 Regular Cab 8' Box 4x2	3.7	6	NA
Ford	Ford	F-150 Regular Cab 8' Box 4x4	3.7	6	NA
Ford	Ford	F-150 SuperCab 6.5' Box 4x2	3.7	6	NA
Ford	Ford	F-150 SuperCrew 5.5' Box 4x2	3.7	6	NA
Ford	Ford	Fusion	2.0	4	TC
Ford	Ford	Fusion AWD	2.0	4	TC
Ford	Ford	Taurus	2.0	4	TC
Ford	Lincoln	MKZ	2.0	4	TC
Ford	Lincoln	MKZ AWD	2.0	4	TC
Toyota	Toyota	Corolla	1.8	4	NA
Toyota	Toyota	Corolla	1.8	4	NA
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Toyota	Toyota	Tacoma Access Cab 4x2	2.7	4	NA
Toyota	Toyota	Tacoma Access Cab 4x4	4.0	6	NA
Toyota	Toyota	Tacoma Access Cab PreRunner 4x2	2.7	4	NA
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Toyota	Toyota	Tacoma Double Cab 4x4	4.0	6	NA
Toyota	Toyota	Tacoma Double Cab PreRunner 4x2	4.0	6	NA
Toyota	Toyota	ıcoma Double Cab PreRunner Short Bed 4:	2.7	4	NA
Toyota	Toyota	ıcoma Double Cab PreRunner Short Bed 4:	4.0	6	NA
Toyota	Toyota	Tacoma Double Cab Short Bed 4x2	2.7	4	NA
Toyota	Toyota	Tacoma Double Cab Short Bed 4x4	4.0	6	NA
Toyota	Toyota	Tundra CrewMax Short Bed 4x2	5.7	8	NA
Toyota	Toyota	Tundra Double Cab Long Bed 4x2	5.7	8	NA
Toyota	Toyota	Tundra Double Cab Standard Bed 4x2	5.7	8	NA
Toyota	Toyota	Tundra Regular Cab Long Bed 4x2	5.7	8	NA
Volkswagen	Bentley	Flying Spur	6.0	12	TC
Volkswagen	Volkswagen	Beetle 1.8T	1.8	4	TC
Volkswagen	Volkswagen	Beetle Convertible 1.8T	1.8	4	TC
Volkswagen	Volkswagen	Jetta GLI	2.0	4	TC

Fuel	Transmission Type	# Gears	Driveline
Gas	MTX	6	A
Gas	MTX	6	R
Gas	MTX	6	R
Gas	A	8	R
Gas	A	8	A
Diesel	A	8	R
Gas	A	8	R
Diesel	A	8	4
Gas	A	8	4
Diesel	A	8	R
Gas	A	6	R
Gas	A	8	R
Diesel	A	8	4
Gas	A	6	4
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Diesel	A	8	R
Gas	A	6	R
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Gas	A	4	R

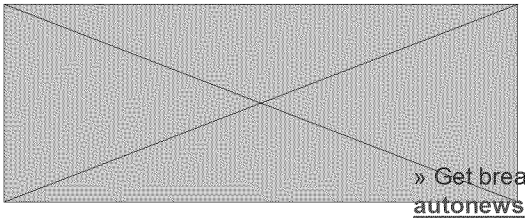
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Gas	A	6	F
Gas	A	6	A
Gas	A	6	F
Gas	A	6	F
Gas	A	6	A
Gas	A	4	F
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Gas	CVT	0	F
Gas	MTX	6	F
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Gas	A	6	R
Gas	A	8	A
Gas	A	6	F
Gas	A	6	F
Gas	DCT	6	F

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TOP NEWS

Ram makes a power move in heated rivalry with Ford Super Duty

12:01 am U.S. ET | Aug 25

The rivalry between Ford's venerable F series and Chrysler's hard-charging Ram truck brand is heating up again. Chrysler today was expected to announce that it will offer a 2015 diesel-powered Ram Heavy Duty pickup with 865 pounds-feet of torque. ... » READ

Ford begins 'massive undertaking' to manufacture aluminum pickup

2:14 pm U.S. ET | Aug 25

Ford has begun an eight-week closure of its F-150 pickup plant near Detroit to overhaul it for a new, aluminum- bodied version of the top-selling vehicle line in the United States. ... » READ

Subaru moves to 1 platform, new

generation of engine technology

12:01 am U.S. ET | Aug 25

Subaru is riding on the success of its strategy to redesign all of its vehicles primarily for the United States and equip them with competitive features. ...

» READ

Subaru shows glitzy new global HQ befitting new stature

10:26 am U.S. ET | Aug 25

Subaru today christened a glistening new global headquarters more befitting of the hot brand's bigger international profile. The glass-and-steel digs, in Tokyo's trendy Ebisu district, replaces a cramped, gloomy 48-year-old monolith it sold in 2010. ... » READ

Mazda making big changes fast

12:01 am U.S. ET | Aug 25

Mazda continues to roll out product changes at a pace that's more associated with the world of apps than autos. ... » READ

ON THE BLOGS

LINDSAY CHAPPELL

Settlement allows Mercedes to award dealership to Alabama's Saban

» READ

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Some 2015 Ford F-150 buyers will have to wait until next year

Honda's Mendel says U.S. sales 'near top,' warns market may suffer from 'stupid things'

Cadillac's new flagship sedan to define innovation, excellence, Reuss vows

New 2015 Lincoln MKC ads star Matthew McConaughey

Falling used-vehicle values threaten recovery

JCI, Unifor labor deal averts threat to GM output in Canada

1:09 pm U.S. ET | Aug 25

VW will launch new Golf in 2017, report says

UPDATED: 8/25/14 4:17 pm ET - adds details

12:01 am U.S. ET | Aug 25

Mercedes-Benz to bridge gap with midlevel AMGs

12:01 am U.S. ET | Aug 24

Supplier Metaldyne Performance files for stock offering

UPDATED: 8/23/14 4:18 pm ET - adds merger details

8:16 am U.S. ET | Aug 23

Cash surge, lighter batteries power A123 comeback

11:00 am U.S. ET | Aug 25

Auto-shop class is a win-win for high school grads, dealerships that need mechanics

8:16 am U.S. ET | Aug 25

Hyundai meets union today after boycott over pay

6:37 am U.S. ET | Aug 25

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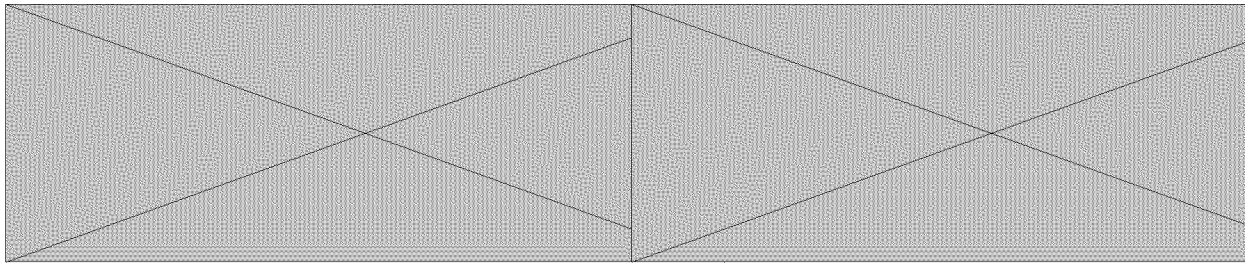
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To: andrew.ramos@gm.com[andrew.ramos@gm.com]; 'ball.joel@epa.gov'['ball.joel@epa.gov']; Beierschmitt, Thomas (T.A.)[tbeiers1@ford.com]; 'Berg, Olle ()'[olle.berg@volvocars.com]; 'Bob Maxwell'[remaxwell@comcast.net]; brian.mace@horiba.com[brian.mace@horiba.com]; 'Buller, Patrick'[patrick.buller@volvocars.com]; Paulina, Carl[paulina.carl@epa.gov]; Chris Nevers[CNevers@autoalliance.org]; 'chris.mccarthy@gm.com'['chris.mccarthy@gm.com']; 'david.woods@chrysler.com'[david.woods@chrysler.com]; 'Dennis Pawlak'[Dennis.Pawlak@na.mitsubishi-motors.com]; 'Douglas Reid'[Douglas.Reid@na.mitsubishi-motors.com]; Dr. Robert Otto Rasmussen, PE [Robotto@TheTranstecGroup.com]; 'Duoba, Mike'[mduoba@anl.gov]; 'Jeff Foor'[jdf14@chrysler.com]; 'Jenny.Sigelko@vw.com'[Jenny.Sigelko@vw.com]; 'JNIKEUS@volvocars.com'[JNIKEUS@volvocars.com]; 'Keith Thompson'[Keith.Thompson@bepco.com]; kyle.bedsole@gm.com[kyle.bedsole@gm.com]; 'Mahmoud Yassine'[mky@chrysler.com]; 'Marc Belzile'[marc.a.belzile@tc.gc.ca]; 'mark paxton'[mpaxton@ganassi.com]; 'Meyer, Norm'[norm.meyer@tc.gc.ca]; mike.timmerman@horiba.com[mike.timmerman@horiba.com]; Okawa, Naoyasu (N.)[okawa.n@mazda.co.jp]; Peabody, Jason (J.A.)[jpeabod6@ford.com]; 'Peter Z. Janosi'[peter.janosi@roush.com]; 'RMiller@hatci.com'['RMiller@hatci.com']; 'Roxanne Loeffler'[rloeffler@sae.org]; 'Schlueter, Hannah (EASZ/1)'[hannah.schlueter@volkswagen.de]; sconrad@hatci.com [sconrad@hatci.com]; 'snyder.jim@epa.gov'['snyder.jim@epa.gov']; Steve Karamihas[stevemk@umich.edu]; steve.baldus@gm.com[steve.baldus@gm.com]; 'Suanne.Thomas@vw.com'[Suanne.Thomas@vw.com]; 'tom.beierschmitt@tema.toyota.com'['tom.beierschmitt@tema.toyota.com']; 'tommy_chang@ahm.honda.com'['tommy_chang@ahm.honda.com']; 'Vineet Mehta'[vineet@teslamotors.com]; William Beggs <william.beggs@gm.com>[william.beggs@gm.com]; 'William Meschievitz'[william.meschievitz@tema.toyota.com]; Ott, William[ott.william@epa.gov]; yosuke_sato@ahm.honda.com[yosuke_sato@ahm.honda.com]; Yuhase, Nicole (L.)[nyuhase@ford.com]; 'Jeff Foor'[j.foor@chrysler.com]; 'Chris McCarthy'[chris.mccarthy@gm.com]; 'Tom Beierschmitt (TEMA TTC)'[tom.beierschmitt@tema.toyota.com]; Snyder, Jim[Snyder.Jim@epa.gov]; 'Fink, Justin'[JFink@hatci.com]; 'Nikeus, Jill (J.N.)'[jill.nikeus@volvocars.com]; Wright, DavidA[Wright.DavidA@epa.gov]; Nguyen, Hieu[hnguyen@ftt-a.com]; Tommy_Chang@ahm.honda.com[Tommy_Chang@ahm.honda.com]
From: Glodich, Jeffrey (J.M.)
Sent: Tue 8/26/2014 1:29:36 PM
Subject: SAE LDVP Agenda 8-27-14
Agenda - Light Duty Vehicle Performance Measurement Standards Committee - 8_26_2014.doc

Hello all,

Agenda for tomorrow's meeting attached.

Jeff

Jeff Glodich
Ford Motor Company
Vehicle Environmental Regulatory Strategy and Planning
217-E4 WHQ
(313) 845-1579

AGENDA

Light-Duty Vehicle Performance Measurement Standards Committee
Chair – Jeff Glodich
Secretary – Nicole Yuhase
Wednesday, August 26th, 2014
1:00-3:00 PM
Toyota Technical Center, Ann Arbor
(Building 1555, 1555 Woodridge)

Conference Call:

Ex. 6

Web Meeting:
https://www.connectmeeting.att.com

Ex. 6

1. Welcome and Introductions

2. Membership Review

3. Document Review

J2263: "Road Load Measurement Using Onboard Anemometry and Coastdown Techniques"

- Sponsor: Tom Beierschmitt
- Follow-up of j1263 pull-in items
- Continue document review

J1634: "Electric Vehicle Energy Consumption and Range Test Procedure"

- Pre-review discussion: APPENDIX A - ADDITIONAL MCT SEQUENCES (posted in Committee Work Area)
- Other required updates

J3066: "On-Board Fuel Consumption and Measurement Reporting Standard"

- Sponsor: David Wright
- Subcommittee status

4. Other Business

NEXT MEETING

- 9/18 (proposed)

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Patent Disclosure: Each SAE Technical Committee or SAE working group member would be required to disclose at specified times during a development process all patents and patent applications that are owned, controlled or licensed by the member, member's employer or third party and that the member believes may become essential to the draft specification under development. The member would make this disclosure based on the member's good faith and reasonable inquiry. If SAE International receives a notice that a proposed SAE Technical Report may require the use of an invention claimed in a patent, the respective part of the SAE Technical Standards Board Policy will be followed.

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As a participant in SAE Technical Committees, individuals agree that the collective work of the committee(s) is the property of SAE, and SAE is charged with its publication, dissemination, and protection.

To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Tue 8/26/2014 4:51:04 PM
Subject: 2015 Jetta Hybrid

Hi Dave;

We no sooner got off the phone and the certificate was signed. I have processed label #107 for the 2015 Jetta Hybrid in Verify, so if there are no errors it can go into the 2015 printed guide materials. If you find any errors please let me know.

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Glas, Tobias[Tobias.Glas@vw.com]
From: Sohacki, Lynn
Sent: Tue 8/26/2014 6:10:48 PM
Subject: Parameters needed for Ex. 7

Ex. 7

Hi, Tobias.

The following vehicle will be brought in next week:

Ex. 7

(Tuesday)

Please fill the attached parameter sheet (including the new second tab) and return it to me. When including instructions for disabling traction control, please include a description and location of the icon.

Thanks,

Lynn Sohacki

EPA, Compliance Division

734-214-4851

To: Sohacki, Lynn[sohacki.lynn@epa.gov]
From: Glas, Tobias
Sent: Tue 8/26/2014 6:12:06 PM
Subject: Automatic reply: Parameters needed for Ex. 7

Ex. 7

Back in the office on Wednesday 3rd of September.

Tobias Glas

To: Good, David[good.david@epa.gov]
Cc: Schmidt, Oliver (EEO)[Oliver.Schmidt@vw.com]; Snyder, Jim[Snyder.Jim@epa.gov]
From: Thomas, Richard (EEO)
Sent: Tue 8/26/2014 6:14:28 PM
Subject: RE: 2015 FE Guide - Data EPA's database as of Aug 22, 2014 for your review; on Aug 28, 2014 I will send error free Verify data to DOE for the 2015 Printed Guide & the web

Hi Dave;

I looked this over and made only minor changes to indexes 039 and 097, to correct the maximum ethanol percentage to 15% from 10%. I noticed that that maximum ethanol and maximum bio-Diesel percentages are not listed anywhere on the fuel economy guide website. Is this information only kept internally by EPA, or am I missing something or is it used publically elsewhere?

Should be good to go.

Thanks,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Friday, August 22, 2014 7:46 PM
To: Thomas, Richard (EEO)
Cc: Schmidt, Oliver (EEO); Snyder, Jim
Subject: re: 2015 FE Guide - Data EPA's database as of Aug 22, 2014 for your review; on Aug 28, 2014 I will send error free Verify data to DOE for the 2015 Printed Guide & the web

Richard,

re: 2015 FE Guide - Data EPA's database as of Aug 22, 2014 for your review; on Aug 28, 2014 I will send error free Verify data to DOE for the 2015 Printed Guide & the web

Attached are the data in Verify as of August 22, 2014 for your review. Labels with pea green fill in the

first few columns have errors which need to be corrected before I can have the data posted on www.fueleconomy.gov or included in the 2015 Printed Guide. This file doesn't include label information for EV, PHEV, or fuel cell vehicles. I'll send them to you next week (for any new labels).

Please make any needed corrections to Verify when you get a chance.

I'm out of the office on Monday (8/25) but back on Tuesday.

Thanks

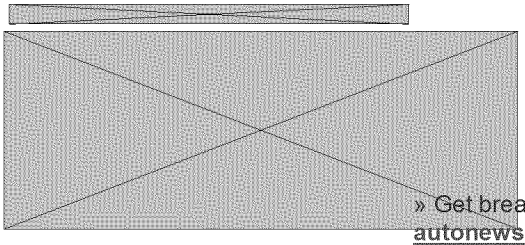
Dave

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Tue 8/26/2014 8:33:17 PM
Subject: DAILY: Ram 1500 EcoDiesel judged tops among half-ton pickups by Consumer Reports | Dollie Cole, outspoken wife of former GM president, dies at 84 | Anti-UAW workers begin effort to create union at VW plant

Today's most read story

Asian, European brands dominate satisfaction survey, but U.S. brands close gap

August 26, 2014



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TOP NEWS

Consumer Reports judges Ram 1500 EcoDiesel tops among half-ton pickups

11:44 am U.S. ET | Aug 26

Consumer Reports says the hot-selling Ram 1500 EcoDiesel outscored competitors from Ford, General Motors, Toyota and Nissan to claim the magazine's top spot among full-size light-duty pickups. ... » READ

Dollie Cole, outspoken wife of former GM president, dies at 84

3:14 pm U.S. ET | Aug 26

Dollie Cole, the colorful, outspoken widow of former GM President Ed Cole and a major champion of the National Corvette Museum, died Aug. 24 in Lockhart, Texas. She was 84. ... » READ

Anti-UAW workers begin effort to create union at VW Tenn. plant

UPDATED: 8/26/14 1:32 pm ET -- adds details
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Volvo banks on new era with debut of redesigned 2015 XC90

UPDATED: 8/26/14 12:30 pm ET -- adds details
7:45 am U.S. ET | Aug 26

Volvo, embarking on an ambitious new era, formally unveiled the redesigned XC90, a flagship SUV whose sales performance will help recast the Swedish brand's fortunes in the U.S. ... » READ

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Mitsubishi will improve its U.S. lineup with some fresh design touches next year, but few all-new vehicles will be introduced stateside during the next three years. ... » READ

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Leaked stickers suggest a thirstier 2015 Ford Mustang as weight creeps up

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Audi taps Emmy winners for pawn shop parody

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Topping our rankings is Audi's sponsorship of the 66th Primetime Emmy Awards. ... » Watch the videos

Ford's Quick Lane brand buys naming rights to Detroit bowl game

UPDATED: 8/26/14 12:04 pm ET - adds details

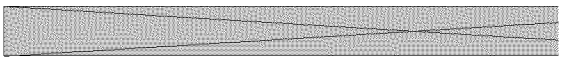
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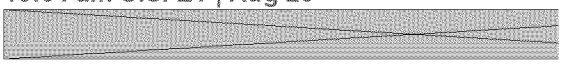
Ex-Porsche CEO Wiedeking to be tried for VW share manipulation

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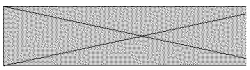


GM turns to employee bike share program to get around tech campus

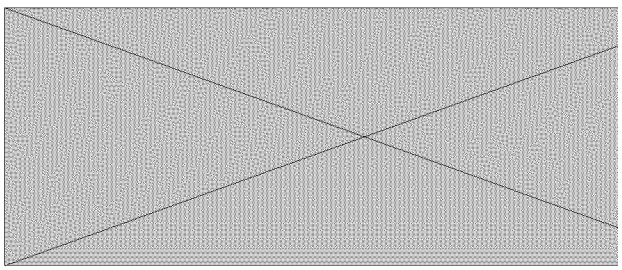
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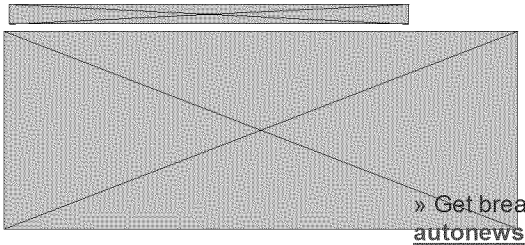
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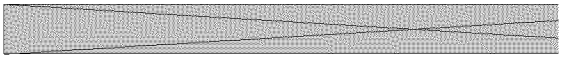
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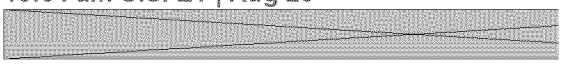
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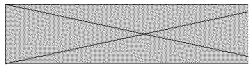


GM turns to employee bike share program to get around tech campus

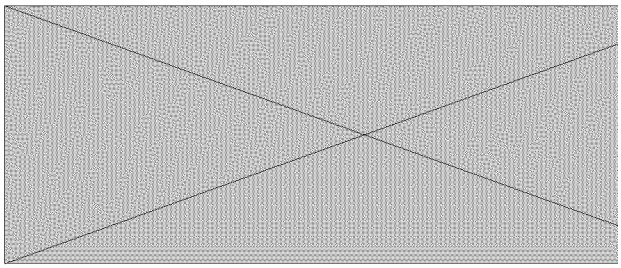
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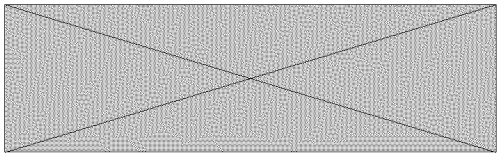
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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Tue 8/26/2014 8:55:43 PM
Subject: P.M. NEWSCAST: Can new XC90 revive struggling Volvo? | Quick Lane has a bowl | Porsche ex-CEO to face trial | The Audi and the Emmy

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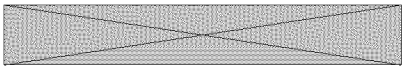
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Quick Lane has a bowl »

The Audi and the Emmy »



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. .

To: Thomas, Richard (EEO)[Richard.Thomas@vw.com]
Cc: Schmidt, Oliver (EEO)[Oliver.Schmidt@vw.com]; Snyder, Jim[Snyder.Jim@epa.gov]
From: Good, David
Sent: Tue 8/26/2014 10:06:35 PM
Subject: RE: 2015 FE Guide - Data EPA's database as of Aug 22, 2014 for your review; on Aug 28, 2014 I will send error free Verify data to DOE for the 2015 Printed Guide & the web

Richard,

Both those fields are available on www.fueleconomy.gov

We are going to add something to the 2015 FE Guide & website for the maximum recommended biodiesel content allowed by manufacturers. I'm not sure when, but I think it's coming for the 2015 Printed Guide and in a month or so for www.fueleconomy.gov. in the datafile---scroll to the bottom of any page on www.fueleconomy.gov and click on "Download Data" and then open one of the datafiles for each model year.

For Ethanol content, I'm not sure whether EPA values (values entered in Verify) are 100% accurate. I think some mfrs just enter 10% automatically without checking with their engineers or with the owners manual.

I'll send you the latest VW Group data later tonight.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Tuesday, August 26, 2014 2:14 PM
To: Good, David
Cc: Schmidt, Oliver (EEO); Snyder, Jim
Subject: RE: 2015 FE Guide - Data EPA's database as of Aug 22, 2014 for your review; on Aug 28, 2014 I will send error free Verify data to DOE for the 2015 Printed Guide & the web

Hi Dave;

I looked this over and made only minor changes to indexes 039 and 097, to correct the maximum ethanol percentage to 15% from 10%. I noticed that that maximum ethanol and maximum bio-Diesel percentages are not listed anywhere on the fuel economy guide website. Is this information only kept internally by EPA, or am I missing something or is it used publically elsewhere?

Should be good to go.

Thanks,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Friday, August 22, 2014 7:46 PM
To: Thomas, Richard (EEO)
Cc: Schmidt, Oliver (EEO); Snyder, Jim
Subject: re: 2015 FE Guide - Data EPA's database as of Aug 22, 2014 for your review; on Aug 28, 2014 I will send error free Verify data to DOE for the 2015 Printed Guide & the web

Richard,

re: 2015 FE Guide - Data EPA's database as of Aug 22, 2014 for your review; on Aug 28, 2014 I will send error free Verify data to DOE for the 2015 Printed Guide & the web

Attached are the data in Verify as of August 22, 2014 for your review. Labels with pea green fill in the first few columns have errors which need to be corrected before I can have the data posted on www.fueleconomy.gov or included in the 2015 Printed Guide. This file doesn't include label information for EV, PHEV, or fuel cell vehicles. I'll send them to you next week (for any new labels).

Please make any needed corrections to Verify when you get a chance.

I'm out of the office on Monday (8/25) but back on Tuesday.

Thanks

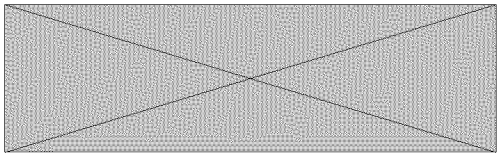
Dave

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Wed 8/27/2014 12:59:31 PM
Subject: A.M. NEWSCAST: Kia to build Mexico plant - sources | GM expected to add models in Tenn. | Anti-UAW union at VW | Ram diesel milestone | Automaker embraces bike-sharing

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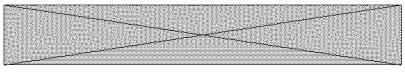
August 27, 2014



Kia, GM factory plans »

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. .

To: Hall, George[ghall12@jaguarlandrover.com]
Cc: Vahakn Varjabedian[vvarjabe@jaguarlandrover.com]
From: Pidgeon, Bill
Sent: Wed 8/27/2014 5:39:07 PM
Subject: RE: Request for IUVP test data
Jaguar-Land Rover IUVP Data Request 2014 0827.xlsx

Hi George,

The IUVP data you requested are attached. Audi, Volkswagen, and Bentley all have different manufacturer codes, so Volkswagen & Bentley were excluded. The Mini is manufactured by BMW, so the Mini data are included.

Best wishes,

Bill

****

William M. Pidgeon
Mechanical Engineer
U.S. Environmental Protection Agency
Compliance Division, N69
2000 Traverwood Drive
Ann Arbor, MI 48105-2195
pidgeon.bill@epa.gov

Phone: 734-214-4416
Fax: 734-214-4869

From: Hall, George [mailto:ghall12@jaguarlandrover.com]
Sent: Thursday, August 21, 2014 2:26 PM
To: Pidgeon, Bill
Cc: Vahakn Varjabedian
Subject: Request for IUVP test data

Bill, as we discussed earlier:-

Can you supply me with the IUVP test results / data for:

Model Years

2011MY

2012MY

2013MY

Manufacturers (Veh Mfr Code):

Audi (ADX) - Volkswagen & Bentley data is not required

BMW (BMX) - Mini data is not required

Mercedes-Benz (MBX)

If it is easier to leave the additional data in than to remove it, it is not a problem.

If you require any more information from me, please get in touch via email or my mobile number below.

Thank you,

George.

George Hall
Project Engineer - IUVP & Emissions Compliance

T: +1.313.594.0904 | **M:** +1.313.670.1829

Jaguar Land Rover North America, LLC
555 Mac Arthur Blvd. Mahwah, NJ 07430

JaguarUSA | LandRoverUSA.com

To: Sohacki, Lynn[sohacki.lynn@epa.gov]
Cc: Glas, Tobias[Tobias.Glas@vw.com]
From: Foss, Kyle
Sent: Wed 8/27/2014 7:48:45 PM
Subject: RE: Parameters needed for [redacted] Ex. 7

Ex. 7 parameters form cold CO and US06 CO (2).xlsx
images.docx

Hi Lynn,

Tobias is on vacation until September 3rd. Attached is the completed parameter sheet, as well as photos of the under hood connections and traction control button.

Please let me know if anything needs to be clarified or if you need any more information.

Thank you,

Kyle Foss

Engineering Analyst

Test Center California (TCC)

Volkswagen Group of America, Inc.

201 Del Norte Blvd.

Oxnard, CA 93030

Phone: (805) 436-8617

Mobile: (805) 205-0560

Fax: (805) 485-3602

kyle.foss@vw.com

http://www.vw.com

From: Glas, Tobias
Sent: Tuesday, August 26, 2014 12:30 PM
To: Foss, Kyle
Subject: Fw: Parameters needed for Ex. 7

Please send the data to Lynn.

From: Sohacki, Lynn [mailto:sohacki.lynn@epa.gov]
Sent: Tuesday, August 26, 2014 11:10 AM
To: Glas, Tobias
Subject: Parameters needed for Ex. 7

Hi, Tobias.

The following vehicle will be brought in next week:

Ex. 7 Vehicle Pick up on 9/2/14

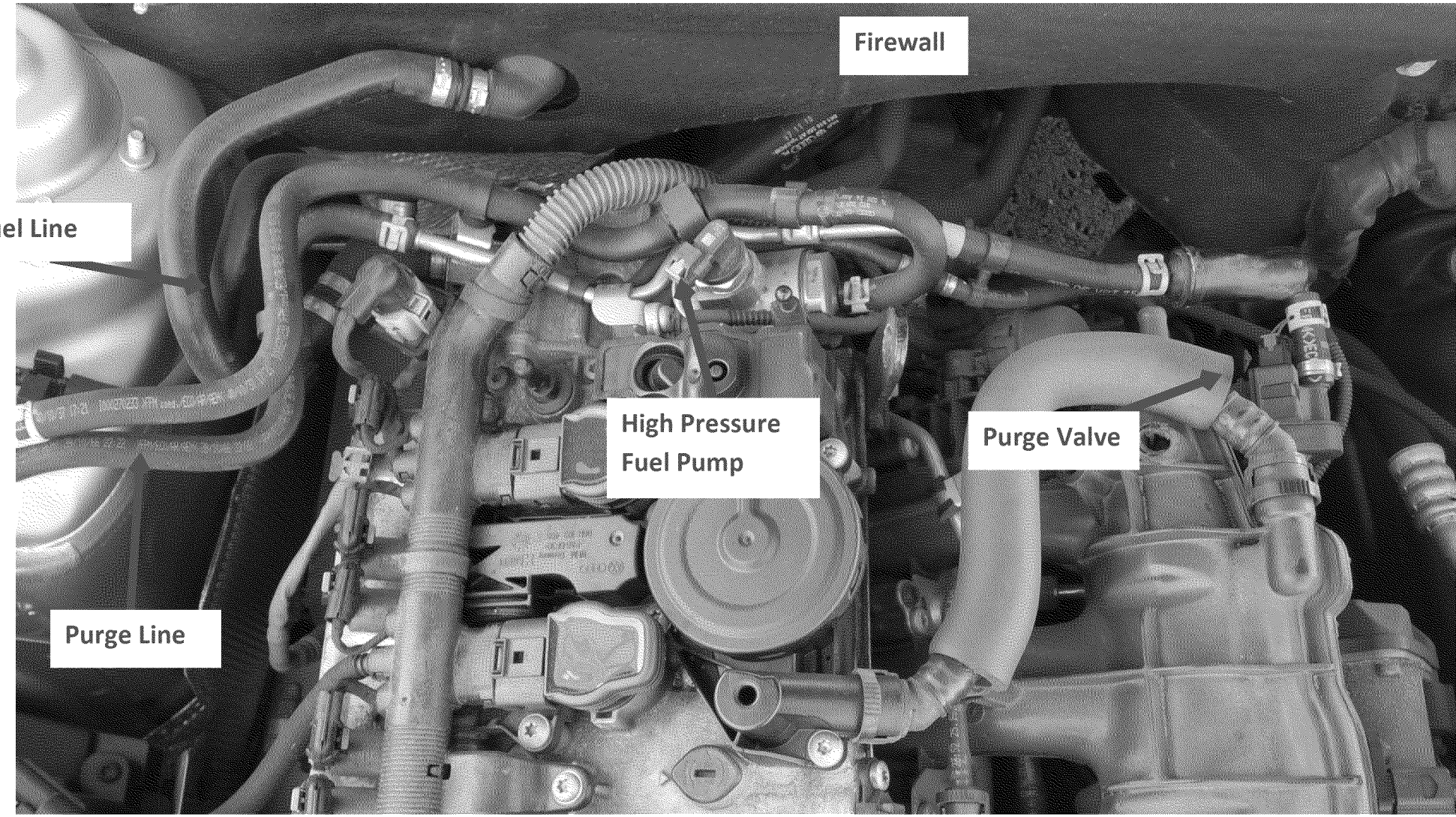
Please fill the attached parameter sheet (including the new second tab) and return it to me. When including instructions for disabling traction control, please include a description and location of the icon.

Thanks,

Lynn Sohacki

EPA, Compliance Division

734-214-4851


Firewall
Fuel Line
High Pressure
Fuel Pump
Purge Valve
Purge Line


Audi multimedia
OFF
AUTO

To: Ben Haynes[Haynes.Ben@epa.gov]; Bernd Liebner[Liebner.Bernd@epa.gov]; Bolitho, Joseph[Bolitho.Joseph@epa.gov]; Bruce Garrison[Garrison.Bruce@epa.gov]; Carter Williams[Williams.Carter@epa.gov]; Chi-Lin Chang[Chang.Chi-Lin@epa.gov]; Helen Bucklin[Bucklin.Helen@epa.gov]; Kim Cieslak[Cieslak.Kim@epa.gov]; Mark Maury[Maury.Mark@epa.gov]
From: Sohacki, Lynn
Sent: Wed 8/27/2014 7:57:29 PM
Subject: FW: Parameters needed for Ex. 7

Ex. 7 images.docx
.xlsx

.

Hi.

Parameters for the above vehicle are attached and have been saved in the I: drive. Also attached are photos of the under hood connections and traction control button

Thanks.

Lynn Sohacki

Compliance Division

Environmental Protection Agency

734-214-4851

734-214-4869 fax

From: Foss, Kyle [mailto:Kyle.Foss@vw.com]
Sent: Wednesday, August 27, 2014 3:49 PM
To: Sohacki, Lynn
Cc: Glas, Tobias
Subject: RE: Parameters needed for

Ex. 7

Hi Lynn,

Tobias is on vacation until September 3rd. Attached is the completed parameter sheet, as well as photos of the under hood connections and traction control button.

Please let me know if anything needs to be clarified or if you need any more information.

Thank you,

Kyle Foss

Engineering Analyst

Test Center California (TCC)

Volkswagen Group of America, Inc.

201 Del Norte Blvd.

Oxnard, CA 93030

Phone: (805) 436-8617

Mobile: (805) 205-0560

Fax: (805) 485-3602

kyle.foss@vw.com

http://www.vw.com

From: Glas, Tobias
Sent: Tuesday, August 26, 2014 12:30 PM
To: Foss, Kyle
Subject: Fw: Parameters needed for Ex. 7

Please send the data to Lynn.

From: Sohacki, Lynn [mailto:sohacki.lynn@epa.gov]
Sent: Tuesday, August 26, 2014 11:10 AM
To: Glas, Tobias
Subject: Parameters needed for Ex. 7

Hi, Tobias.

The following vehicle will be brought in next week:

Ex. 7 Vehicle Pick up on 9/2/14 (Tuesday)

Please fill the attached parameter sheet (including the new second tab) and return it to me. When including instructions for disabling traction control, please include a description and location of the icon.

Thanks,

Lynn Sohacki

EPA, Compliance Division

734-214-4851

National Vehicle and Fuel Emissions Laboratory
2565 Plymouth Road, Ann Arbor, Michigan 48105

EPA Parameters Form 1000-01 for In-Use Testing

EPA Vehicle Control Number: Ex. 7

Equivalent Test Weight: 4000 Pounds (Integer Only: Equivalent Test Weight)

Nominal Fuel Tank Capacity: 16.9 Gallons **40% Fill** 6.8 Gallons

Drive Axle: 15 **US06 CO Full Useful Life Standard** 11.1

1 Rear Drive Str Left
2 Rear Drive Str Right
3 Front Drive Str Left
4 Front Drive Str Right
5 Four Wheel Drive Str Left
6 Four Wheel Drive Str Right
7 Rear Drive Off Road
9 Other
10 4-Wheel Drive
11 2-Wheel Drive, Front
12 2-Wheel Drive, Rear
13 Part-time 4-Wheel Drive
15 All Wheel Drive

Mfr. Shift Schedule (if required) FTP HWY US06

Vehicle Target Road-Load Coefficients

A 40.56 Lb-force

B 0.4894 Lb-force/mph

C 0.01914 Lb-force/mph^2

Canister Working Capacity:

140 Grams (Integer Only: Canister Working Capacity)

1 Number of Canisters (Integer Only: Number of Canisters)

2800 Total Canister Volume (cm3)

PLEASE ADD COLD CO PARAMETERS ON THE SECOND TAB OF THIS WORKSHEET

Vehicle Starting Instructions, including Traction Control disabling (with location and description of traction control icon):

With ignition on, press the "traction control off" button. Then start engine and verify traction control light is on in the instrument cluster. Button is located in center console, picture attached in separate document.

To avoid unnecessary delays, please provide specific instructions and pictures (if necessary) for the following items:

Canister Loading Process: Load through the purge valve line under the hood. Remove hose on canister side of purge valve. Vent through the connector on the leak detection pump attached to the canister. Canister is located directly under the trunk floor, accessible from under the car.

Fuel Draining Process: Insert a T-connector into the fuel line under the hood. The line is on the left hand side of the engine compartment, and goes straight into the high pressure fuel pump.

ABS Disabling Process:

Fuel Switch Process (Flex Fuel only):

Comments:

For internal EPA Use Only:

This information was obtained from:

* Letter, e-mail, fax or other document delivered from the manufacturer *(attach any additional information from the manufacturer to this form)*
* Verbal instruction from the manufacturer's representative
* Other (specify)

Config. No

Manufacturer Representative: _____ *Date:* _____

Jacobs Representative: _____ *Date:* _____

EPA Representative: _____ *Date:* _____

National Vehicle and Fuel Emissions Laboratory
2565 Plymouth Road, Ann Arbor, Michigan 48105

EPA Parameters Form 1000-01 for In-Use Testing

EPA Vehicle Control Number: Ex. 7

Cold CO Target Road-Load Coefficients

A	40.56	Lb-force
B	0.4894	Lb-force/mph
C	0.01914	Lb-force/mph^2

Cold CO Test

Special Instructions for Heater and Defroster Control:

To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: George Hall
Sent: Wed 8/27/2014 10:45:54 PM
Subject: Re: Request for IUVP test data

Thanks Bill.
G.

George Hall

Jaguar & Land Rover IUVP and Certification

Email: GHall12@JaguarLandRover.com
Work: 313 - 594 0904
Mobile: 313 - 670 1829

Jaguar Land Rover North America, LLC
555 Mac Arthur Blvd. Mahwah, NJ 07430

> On Aug 27, 2014, at 1:39 PM, "Pidgeon, Bill" <pidgeon.bill@epa.gov> wrote:
>
> Hi George,
>
> The IUVP data you requested are attached. Audi, Volkswagen, and Bentley all have different manufacturer codes, so Volkswagen & Bentley were excluded. The Mini is manufactured by BMW, so the Mini data are included.
>
> Best wishes,
> Bill
>
> **********
> William M. Pidgeon
> Mechanical Engineer
> U.S. Environmental Protection Agency
> Compliance Division, N69
> 2000 Traverwood Drive
> Ann Arbor, MI 48105-2195
> pidgeon.bill@epa.gov
> Phone: 734-214-4416
> Fax: 734-214-4869
>
>
> From: Hall, George [mailto:ghall12@jaguarlandrover.com]
> Sent: Thursday, August 21, 2014 2:26 PM
> To: Pidgeon, Bill
> Cc: Vahakn Varjabedian
> Subject: Request for IUVP test data
>
> Bill, as we discussed earlier:-
>
> Can you supply me with the IUVP test results / data for:
>
> Model Years
> 2011MY
> 2012MY

> 2013MY
>
> Manufacturers (Veh Mfr Code):
> Audi (ADX) - Volkswagen & Bentley data is not required
> BMW (BMX) - Mini data is not required
> Mercedes-Benz (MBX)
>
> If it is easier to leave the additional data in than to remove it, it is not a problem.
>
> If you require any more information from me, please get in touch via email or my mobile number below.
>
> Thank you,
>
> George.
>
> George Hall
> Project Engineer - IUVP & Emissions Compliance
>
> T: +1.313.594.0904 | M: +1.313.670.1829
>
> [http://www.jaguarlandrover.com/email/jlr.jpg]
>
> Jaguar Land Rover North America, LLC
> 555 Mac Arthur Blvd. Mahwah, NJ 07430
> JaguarUSA<http://www.jaguarusa.com/index.html> |
LandRoverUSA.com<http://www.landrover.com/us/en/lr>
> <Jaguar-Land Rover IUVP Data Request 2014 0827.xlsx>

To: Matthew Forrest (matthew.forrest@daimler.com)[matthew.forrest@daimler.com]; Ex. 7 Ex. 7 Gregeois, Jerome[jgregeois@hatci.com]; Ex. 7 Tyson Eckerle'[Tyson.Eckerle@GOV.CA.GOV]; Marcinkoski, Jason [Jason.Marcinkoski@ee.doe.gov]; 'Andreas Truckenbrodt'[andreas.truckenbrodt@truckenbrodts.com]; rknight@bki.com[rknight@bki.com]; 'Rich Myhre'[rmyhre@bki.com]; Ex. 7 Alex Keros (alexander.keros@gm.com)[alexander.keros@gm.com]; Bill Elrick[belrick@CAFCP.org]; Fred Joseck (fred.joseck@ee.doe.gov)[fred.joseck@ee.doe.gov]; Joerg Launer (Jorg.Launer@vw.com)[Jorg.Launer@vw.com]; John Juriga (jjuriga@hatci.com)[jjuriga@hatci.com]; MIKULIN, JOHN[MIKULIN.JOHN@EPA.GOV]; Justin Ward (justin.ward@tema.toyota.com)[justin.ward@tema.toyota.com]; Lance Atkins (lance.atkins@nissan-usa.com)[lance.atkins@nissan-usa.com]; mmiyasato@aqmd.gov[mmiyasato@aqmd.gov]; McKinney, Jim@Energy[Jim.McKinney@energy.ca.gov]; r.modlin@chrysler.com[r.modlin@chrysler.com]; Robert Bienenfeld (Robert_Bienenfeld@ahm.honda.com)[Robert_Bienenfeld@ahm.honda.com]; Ronald Grasman (ronald.grasman@daimler.com)[ronald.grasman@daimler.com]; Thorsten Wesse (Thorsten.Wesse@afcc-auto.com)[Thorsten.Wesse@afcc-auto.com]; catherine.kim@daimler.com[catherine.kim@daimler.com]; Kaori Alarid (kaori.alarid@tema.toyota.com)[kaori.alarid@tema.toyota.com]; Ex. 7 Ex. 7 Melanie Hobenshield (melanie.hobenshield@afcc-auto.com)[melanie.hobenshield@afcc-auto.com]; Nancy Ann Leffler (NAL@CHRYSLER.COM)[NAL@CHRYSLER.COM]; Pat Krayser[pkrayser@aqmd.gov]; Amy Lilly (alilly@hatci.com)[alilly@hatci.com]; Ex. 7 Andreas Truckenbrodt (andreas.truckenbrodt@truckenbrodts.com)[andreas.truckenbrodt@truckenbrodts.com]; Ex. 7 Bob Cassidy (robert.cassidy@nissan-usa.com)[robert.cassidy@nissan-usa.com]; Brandi Gonzales[bgonzales@CAFCP.org]; Ex. 7 Ex. 7 Grundler, Christopher[grundler.christopher@epa.gov]; Chris White[cwhite@CAFCP.org]; Dean Kato (dean@intereco.com)[dean@intereco.com]; Ex. 7 Frank Seyfried (frank.seyfried@volkswagen.de)[frank.seyfried@volkswagen.de]; Ex. 7 Ex. 7 Jared Farnsworth (jared.farnsworth@tema.toyota.com)[jared.farnsworth@tema.toyota.com]; Jason Marcinkoski (jason.marcinkoski@ee.doe.gov)[jason.marcinkoski@ee.doe.gov]; Jerome Gregeois (jgregeois@hatci.com)[jgregeois@hatci.com]; Juergen Friedrich (juergen.friedrich@daimler.com)[juergen.friedrich@daimler.com]; Kevin Lee (kslee@hatci.com)[kslee@hatci.com]; Kiho Yoo (k.u@hyundai-motor.com)[k.u@hyundai-motor.com]; Linda Carrizosa[lcarrizosa@cafcp.org]; Lisa Mirisola (lmirisola@aqmd.gov)[lmirisola@aqmd.gov]; Mark S. Torigian Esq (Mtorigian@hatci.com)[Mtorigian@hatci.com]; Matt McClory (matt.mcclory@tema.toyota.com)[matt.mcclory@tema.toyota.com]; Matthew Forrest (matthew.forrest@daimler.com)[matthew.forrest@daimler.com]; Nico Bouwkamp[nbouwkamp@cafcp.org]; Randy Roesser (Randy.Roesser@energy.ca.gov)[Randy.Roesser@energy.ca.gov]; Wysor, Tad[wysor.tad@epa.gov]; Takehito Yokoo (takehito.yokoo@tema.toyota.com)[takehito.yokoo@tema.toyota.com]; Tiger Jeong (tigerjeong@hyundai.com)[tigerjeong@hyundai.com]; Tim Olson (tolson@energy.state.ca.us)[tolson@energy.state.ca.us]
From: Bill Elrick
Sent: Thur 8/28/2014 5:10:00 PM
Subject: SOW material following Aug 13th ST meeting
Members_Aug13_ST_Strategizing_Meeting_Outcomes.xlsx
Members_Aug13_ST_Strategizing_Meeting_Prioritization SOW.xlsx

Dear Steering Team,

Please find attached both the original "Outcomes" from our August 13th realignment meeting (sent previously) and staff's initial "Scope of Work" outline using that ST input and prioritization. We encourage your feedback by Sept 4th so that we may integrate it into an execution/logistics plan which will be the focus of our Sept 30th meeting.

Regards,

Bill

Bill Elrick | Acting Executive Director | CaFCP

3300 Industrial Blvd, West Sacramento, CA 95691

916-371-2396 (w) | 916-607-2263 (m) | belrick@cafcp.org

To: Rodgers, William (EEO)[Ex. 7 @vw.com]
Cc: Ex. 7
Ex. 7 @vw.com]
From: Snyder, Jim
Sent: Thur 8/28/2014 7:59:54 PM
Subject: RE: VW Group - Test Decision Information Audi A6 and A7 TDI

Hi Ex. 7 and co, It turned out the lighter config was a random so I requested testing. As you know, since this is a 2016 model and diesel, we have the usual new model year hurdles to get through before a new Certificate can be approved.

- We have to have a Manufacturer's Pre-Cert mtg to inform EPA of new vehicles, models, and new technology coming.

- Request for Approval of VW's ADP durability process.

- Request for Approval of VW's diesel AECDs and SCR technologies

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Ex. 7 @vw.com]
Sent: Thursday, August 28, 2014 2:13 PM
To: Snyder, Jim
Cc: Ex. 7
Subject: VW Group - Test Decision Information Audi A6 and A7 TDI

Hello Jim,

I submitted Verify decision information files and new fuel economy tests for 2016 model year Audi A6/A7 models. These models will be included in the 3.0L V6 diesel carryover test group GVGAJ03.0NU4, scheduled for market introduction in early 2015 calendar year. These new

tests represent an increased ETW for the A7 models and new predominate mode of operation for both models that includes the Start/stop system activate (On) automatically upon start-up. Let me know if you have any questions.

Regards,

Ex. 7

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

Ex. 7

To: Ex. 6
Bcc: Pugliese, Holly[pugliese.holly@epa.gov]
From: Snyder, Jim
Sent: Thur 8/28/2014 8:41:32 PM
Subject: FW: [Fueleconomy] Recall Affects Mileage

Ex. 6

I am in the Compliance Division and your email thread just made its way to me today. Historically the EPA was only interested in the possible emissions effects and not in any FE effects due to manufacturer recall campaigns or service bulletins. With the passing of the Greenhouse Gas Regulations such possible fuel economy changes could impact the manufacturer's declared CO2 output and their reported calculations could require revision. I do not think there is anything in the GHG regs with regard to the customer but some companies whose FE was found incorrect have voluntarily compensated customers on their own or through Class action agreements.

I was not aware of this particular VW recall until now so I am not familiar with the details of it. Just reading it I don't see mention of a calibration change. For starters, I will ask VW for a more detailed description of everything that is done for this campaign and what effect it has on fuel economy.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
snyder.jim@epa.gov

From: Pugliese, Holly **On Behalf Of** ComplianceInfo
Sent: Thursday, August 28, 2014 11:05 AM
To: Snyder, Jim
Subject: FW: [Fueleconomy] Recall Affects Mileage

Hi Jim. This long email trail just came to the compliance info box. This is the first time I'm seeing it there, but take a look and see if there is anything that can be said.

Thanks.

Holly Pugliese

Office of Transportation and Air Quality

US EPA

From: Ex. 6
Sent: Thursday, August 28, 2014 10:59 AM
To: ComplianceInfo
Subject: Fwd: [Fueleconomy] Recall Affects Mileage

Please respond to this question as stated in the email thread below.

> If a manufacturer recalls a car to make safety changes, and the changes result in lower gas milage, what is the manufacturer's responsibility to the customer who bought the car based on its gas milage performance?

Ex. 6

Begin forwarded message:

From: Ex. 6

Subject: Re: [Fueleconomy] Recall Affects Mileage

Date: August 14, 2014 at 4:42:29 PM EDT

To: FuelEconomy <fueleconomy@ornl.gov>

Thanks. I will look forward to their response.

I know EPA was involved with Ford and their low milage, but that was due to testing errors and not a recall. Maybe if low milage exists for any reason, EPA would be interested in verifying that their ratings are not flawed, especially if there is evidence of lower than rated milage by independent testers or consumer real world experience in general.

Ex. 6

On Aug 14, 2014, at 4:30 PM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Dear **Ex. 6**

Your email was re-sent to the EPA yesterday and this afternoon we received a response that it has been forwarded to one of their certification representatives with a request for him to respond to you. The EPA will have to clarify their position on this but it is likely a complicated issue without a simple answer. There was a case in the past involving Honda Civic Hybrids that were recalled and it was claimed by many consumers that the recall work lowered their fuel economy. There were quite a number of complaints and ultimately it was settled in court as a class action lawsuit between the affected consumers and Honda but the EPA did not get actively involved to our knowledge. The EPA is responsible for ensuring that Federal procedures are followed during certification and that no errors are made but assuming that the manufacture certified the vehicle correctly and in good faith, future unanticipated work performed on a model may be outside of EPA's scope unless there is sufficient data to force an investigation.

Hopefully the EPA will respond to your email this time. We at www.fueleconomy.gov get our data from the EPA but we are not in a position to speak on EPA's behalf about their policies regarding investigations and enforcement. If you do not hear back in the next week or so, we can only suggest contacting them directly at: http://www.epa.gov/otaq/oms-cmt.htm .

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: **Ex. 6**
Sent: Wednesday, August 13, 2014 12:15 PM
To: FuelEconomy
Subject: Re: [Fueleconomy] Recall Affects Mileage

I haven't heard anything from EPA. Could you check the status on this and let me know if I will be hearing from them soon, or should I contact someone specifically?

Ex. 6

On Aug 1, 2014, at 6:10 PM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Ex. 6

Thank you for the additional information. This has been forwarded on to our contact at EPA. He will likely respond to you directly but if we hear back on this we will forward that response to you.

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Ex. 6
Sent: Friday, August 01, 2014 12:54 PM
To: FuelEconomy
Subject: Re: [Fueleconomy] Recall Affects Milage

Thank you. Here are the details.

I bought a 2013 Jetta Hybrid that is mpg rated at 48 highway, 45 combined, and 42 city. I worked real hard at learning how to drive this car so I could consistently get 45 mpg average. Then, at 8630 miles I took it in for a factory safety recall that changed the transmission synthetic fluid to a mineral based fluid and reprogramed the transmission control software.

Since then I have not been able to ever achieve the 45 mpg average again even with the same or even more careful driving protocol. 41 to 42mpg average is the best I can do. I took it to the dealer at 14,961miles. They tested the car and recorded and documented a mpg of 36.2, even worse than mine. A VW corporate troubleshooter then tested the car on the interstate at a steady 70 mph for 55 miles and recorded and documented 46.1 mpg. He then declared there was nothing wrong with the car and that it was within the estimated mpg ratings.

I am dissatisfied with the VW response because I believe the car is now different than the car I bought and is underperforming the rated mpg.

My question is, what is the manufacturer's responsibility to the customer who bought this car based in large part on its advertised gas milage performance?

Sincerely,

Ex. 6

On Aug 1, 2014, at 11:10 AM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Hello Ex. 6

Thank you for contacting us. The Fuel Economy Website is produced at
Oak Ridge National Laboratory with data supplied to us by the EPA. If you would like to provide us with details about your vehicle and the recall work done that may affect fuel economy, we would be happy to forward that to our contact at the EPA for a response. Alternatively, you could contact the EPA directly. The EPA's Office of Transportation and Air Quality is responsible for all vehicle testing, certification, and labeling. Their testing facility is located in Ann Arbor, Michigan and can be found on the web at: http://www.epa.gov/nvfel/ Their main contact page is at: http://www.epa.gov/otaq/oms-cmt.htm . You could also send an email to complianceinfo@epa.gov . Sorry we cannot provide you with a direct answer but this must be addressed by the EPA.

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Ex. 6
Sent: Thursday, July 31, 2014 4:17 PM
To: FuelEconomy
Subject: [Fueleconomy] Recall Affects Milage

If a manufacturer recalls a car to make safety changes, and the changes result in lower gas milage, what is the manufacturer's responsibility to the customer who bought the car based on its gas milage performance?

Ex. 6

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Ex. 7 @vw.com];
Ex. 7
From: Ex. 7
Sent: Fri 8/29/2014 11:21:20 AM
Subject: RE: VW Group - Ex. 4 - CBI

Thanks Jim.

We are working on all fronts for the upcoming Certification request.

Have a good holiday

Ex. 7

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Thursday, August 28, 2014 4:00 PM
To: Ex. 7
Cc: Ex. 7
Subject: RE: VW Group - Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI we have the usual new model year hurdles to get through before a new Certificate can be approved.

•□□□□□□□ We have to have a Manufacturer's Pre-Cert mtg to inform EPA of new vehicles, models, and new technology coming.

•□□□□□□□ Request for Approval of VW's ADP durability process.

•□□□□□□□ Request for Approval of VW's diesel AECDs and SCR technologies

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Ex. 7 @vw.com]
Sent: Thursday, August 28, 2014 2:13 PM
To: Snyder, Jim
Cc: Ex. 7
Subject: VW Group - Ex. 4 - CBI

Hello Jim,

Ex. 4 - CBI

Regards,

Ex. 7

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

Ex. 7

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Ex. 7 @vw.com];
Ex. 7
From: Ex. 7
Sent: Fri 8/29/2014 2:23:29 PM
Subject: RE: VW Group - Ex. 4 - CBI

Jim,

Ex. 4 - CBI

Thanks,

Ex. 7

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Thursday, August 28, 2014 4:00 PM
To: Ex. 7
Cc: Ex. 7
Subject: RE: VW Group - Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI we have the usual new model year hurdles to get through before a new Certificate can be approved.

- □□□□□□□□ We have to have a Manufacturer's Pre-Cert mtg to inform EPA of new vehicles, models, and new technology coming.
- □□□□□□□□ Request for Approval of VW's ADP durability process.
- □□□□□□□□ Request for Approval of VW's diesel AECDs and SCR technologies

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency

(734) 214-4946
snyder.jim@epa.gov

From: Ex. 7 @vw.com]
Sent: Thursday, August 28, 2014 2:13 PM
To: Snyder, Jim
Cc: Ex. 7
Subject: VW Group - Ex. 4 - CBI

Hello Jim,

Ex. 4 - CBI

me know if you have any questions.

Regards,

Ex. 7

VOLKSWAGEN GROUP OF AMERICA, INC.

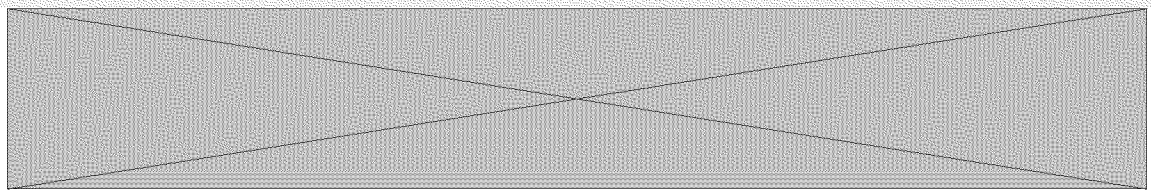
Engineering and Environmental Office

Auburn Hills, MI

Ex. 7

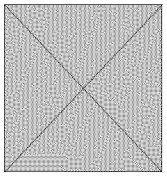
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Sat 8/30/2014 4:02:49 PM
Subject: Green Car Report Daily Headlines

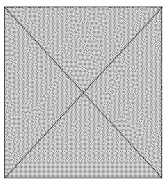
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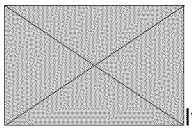
More ways to follow us:





Gas Prices Fall For Labor Day With Oil Supplies Ample

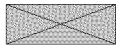
Aug 30, 2014 01:00 pm | feedback@highgearmedia.com (Antony Ingram)



If you're getting out on the road this Labor Day weekend visiting friends or family, you may be pleased to hear it'll cost you a little less than it did this time last year. The U.S. Energy Information Administration's (EIA) 'Today in Energy' brief shows that average U.S. gas prices are as low as they've been in four years, if not quite matching...

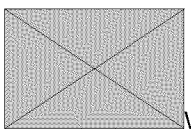
comments | read more





The Future Of Volt And Leaf, VW e-Golf Priced, Electric-Car Hamsters: The Week In Reverse

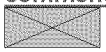
Aug 30, 2014 12:03 pm | feedback@highgearmedia.com (Bengt Halvorson)

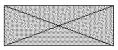


We look ahead to the next Volt and Leaf, get a first look at the only seven-passenger plug-in hybrid, and a price for the Volkswagen e-Golf. And guess who's using hamsters to market an electric car. It's The Week In Reverse for Friday, August 29, 2014, right here at Green Car Reports. This week at Green Car Reports, we looked

ahead to the...

comments | read more





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Menlo Park, CA 94025

Add us to your address book

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Update your profile

.

To: Rodgers, William (EEO)[William.Rodgers@vw.com]
From: Snyder, Jim
Sent: Tue 9/2/2014 9:13:35 PM
Subject: RE: VW Group - Test Decision Information Audi A6 and A7 TDI

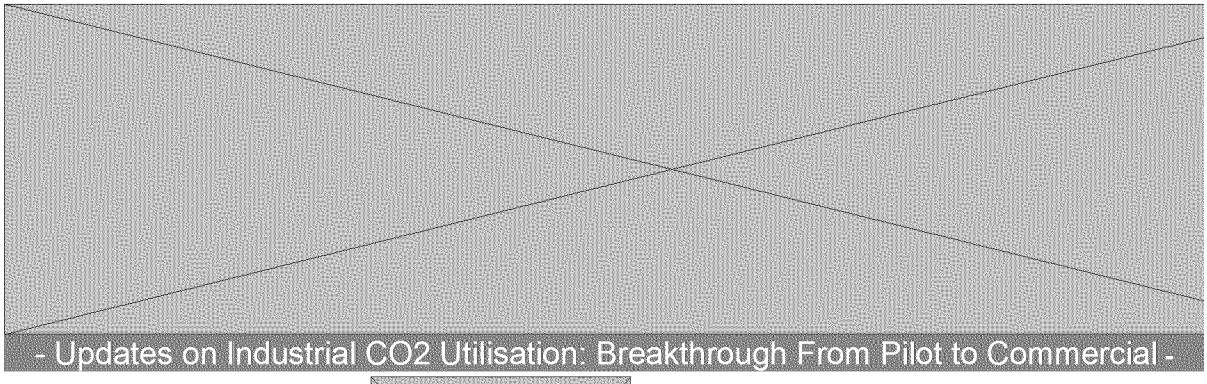
Bill, it looks like the target and sets are backwards on this vehicle (GNU4-CAQ). Can you correct the Supplemental data so Ben can schedule it?

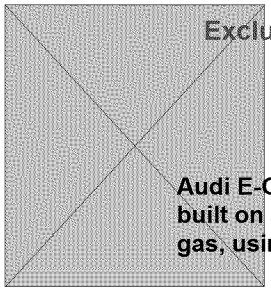
		Target Coefficients			Set Coefficients	
	A	B	C	A	B	C
City/Highway	-5.845	0.15409	0.016238	39.117	0.34725	0.016878
Evap						
US06	-5.845	0.15409	0.016238	39.117	0.34725	0.016878
Cold CO	-5.261	0.1695	0.017862	43.028	0.38197	0.018566

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: 3rd Carbon Dioxide Utilisation Summit
Sent: Wed 9/3/2014 12:56:07 PM
Subject: Only 7 spaces left on Audi Site Visit – Book now to avoid disappointment!

Share





Exclusive Audi E-Gas Site Visit - Last 7 Spaces Remaining:

Audi E-Gas Plant: the world's first power-to-gas plant built on an industrial scale to produce synthetic natural gas, using waste CO2.

Some of the recent participai include: ON, Mitsubisl ArcelorM Borealis Polyoleof Linde AG, Yara Int., Total SA, TNO, Solvay, Tecnalia,

There is no extra charge to attend the site visit, but spaces are limited and allocated on a first come first served basis. Please register your attendance for the site visit when booking for the **3rd Carbon Dioxide Utilisation Summit**.

Places are strictly limited (Last 7 spaces remaining!!)

Dr Hermann Pengg, **Audi AG** will be a speaker at the 3rd Carbon Dioxide Utilisation Summit being held in Bremen on 22nd & 23rd October 2014.

PTT Explorati many more!

REGISTRA & INFORMA

To confirm your participatio contact: Rohan Baryah on:


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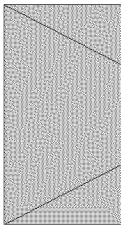
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please
contact:

Rohan
Baryah

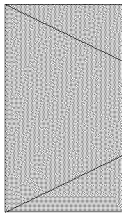
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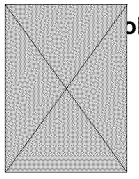
Location



Bremen,
Germany

Dr Hermann Pengg,





Head of Renewable Fuels

ok now to avoid disappointment!

Audi AG

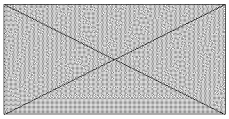
Dr Hermann Pengg will be giving a presentation on **"Audi e-fuels: Recent Developments and Future Outlook"** **focussing on:**

- Audi e-fuels - Using Co2 as a feedstock for: e-gas, e-diesel, e-ethanol, e-gasoline

Conference Programme:

To download a copy of the latest programme, click the button below >





Confirmed Speakers Include:

- **Dr Hermann Pengg**, *Head of Renewable Fuels*, **Audi AG**
- **Carl Berninghausen**, *CEO*, **Sunfire GmbH**
- **Lothar Mennicken**, *Senior Scientific Officer*, **BMBF**
- **Dr Martina Peters**, *Group Head Chemical Catalysis*, **Bayer Material Science**
- **Dr Elías Rodríguez Martín**, *Head of Chemical Technical Services, Fossil Generation*, **Iberdrola**
- **Peter Radgen**, *Head of Innovation Center Carbon Capture & Storage*, **E.ON**
- **Tom Jensen**, *Executive VP & Head of Corporate Development*, **Joule Unlimited**
- **Stephan Rieke**, *CCO - Head of Sales*, **ETOGAS**
- **Christoph Gebald**, *Director & Founder*, **Climeworks AG**
- **Simon Bennett**, **International Energy Agency(IEA)**
- **Chris Hendriks**, *Managing Consultant*, **Ecofys**
- **Prof. Gerard van Rooij**, *Principal Scientist*, **FOM Institute DIFFER**

- **Louis Marie Jacquelin**, *Development Director - Innovation Activity*, **ENEA Consulting**
- **Michele Aresta**, **CIRCC**
- **Frank Rogalla**, *Innovation and Technology Manager*, **FCC Aqualia**
- **Giorgio Dodero**, *Chairman*, **IPG**
- **Ed Rode**, *Principal Researcher*, **DNV GL**
- **Carlo Spinelli**, *Technical Planner*, **ENI**
- **Professor Ludo Diels**, *Research Manager*, **VITO**

And Many More!

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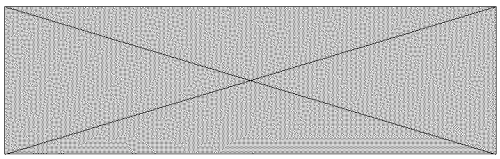
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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Wed 9/3/2014 7:30:36 PM
Subject: P.M. NEWSCAST: U.S. sales pace hits 17.5 million | Ram, Jeep propel Chrysler to another gain | Audi's global outlook | Federal-Mogul spinoff

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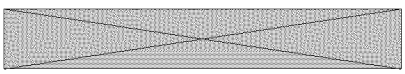
September 3, 201



U.S. SAAR hits 17.5M »

Audi's global outlook »

Federal-Mogul spinoff »



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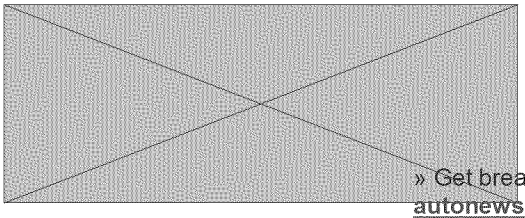
Automotive News is located at **1155 Gratiot Ave., Detroit, Michigan, 48207**

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Wed 9/3/2014 8:43:02 PM
Subject: DAILY: August U.S. auto sales rise 6%, SAAR hits 17.5M | Next MX-5 Miata will help Mazda define itself | Tesla to locate 'gigafactory' in Nevada, report says | Early orders surge for Chevy Colorado

Today's most read story

Chrysler, Nissan, Toyota post biggest gains as August volume leaps 6%

September 3, 2014



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TOP NEWS

AUGUST U.S. AUTO SALES

Chrysler, Nissan, Toyota post biggest gains as August volume leaps 6%

UPDATED: 9/3/14 3:34 pm ET
8:15 am U.S. ET | Sep 3

U.S. light-vehicle sales, led by double-digit increases at Chrysler Group and Nissan Motor, rose 6 percent in August, helped by generous Labor Day holiday deals and continued demand for pickups, SUVs and crossovers. ... » READ

Next MX-5 Miata will help Mazda define itself

UPDATED: 9/3/14 4:06 pm ET - adds details, gallery
12:47 pm U.S. ET | Sep 3

Mazda, which has staked its future on making its cars lighter, more efficient and more fun to drive than their competition, is preparing to reveal the purest execution of that strategy: a redesigned MX-5 Miata built with Mazda's full suite of Skyactiv technology. ... » READ

Tesla to locate 'gigafactory' in Nevada, report says

4:13 pm U.S. ET | Sep 3

Tesla Motors has selected Nevada to be the site of its "gigafactory," the large-scale lithium ion battery manufacturing plant estimated to cost up to $5 billion to build, according to a report aired on CNBC today. ...

» READ

GM says early orders surge for Colorado pickup

UPDATED: 9/3/14 10:33 am ET - adds details

6:25 pm U.S. ET | Sep 2

Chevrolet dealers requested nearly 30,000 Colorado pickups in the month since General Motors began taking orders for the mid-sized truck -- about five times more than the company had forecast. ... » READ

2015 Chevy Colorado, GMC Canyon rated at 21 mpg, GM says

2:32 pm U.S. ET | Sep 3

General Motors' new Chevrolet Colorado and GMC Canyon pickups will have a combined EPA fuel economy rating of 21 mpg, better than its midsize rivals but barely edging some bigger trucks. ... » READ

BEST PRACTICES

Collection Auto's Bernie Moreno cultivates managerial talent

12:01 am U.S. ET | Sep 1

Bernie Moreno was 28 and had no auto retailing experience when Boston dealer Herb Chambers hired him as general manager of a Saturn store. Nearly two decades later, as CEO of Cleveland's Collection Auto Group, Moreno sees big breaks for young talent as the cornerstone of his empire's rapid growth. ... » READ

DEALER BEST PRACTICES TIPS

Don't just wholesale that old trade-in

Last year River Town Honda in Grandville, Mich., embraced older, high-mileage trade-ins instead of selling them at near-zero profit to wholesalers. General Manager Rick Clift says the decision has lead to "the biggest single piece to our growth." ...

» GO TO BEST PRACTICES

ON THE BLOGS

JAMIE LaREAU

Why more women are

willing to haggle with dealers
» READ

PHOTO GALLERIES

Three generations of the MX-5 Miata
>> GALLERY

Land Rover Discovery Sport
>> GALLERY

MOST READ (Last 7 days)

Alfa dealers urged to offer luxury services

The marketing move behind Buick's big year

GM 8-speed likely to get wide use

Elantra's new look

GM, museum to restore 3 of 8 prized 'Vettes damaged by sinkhole

Disney exec to lead Nissan U.S. marketing
3:22 pm U.S. ET | Sep 3

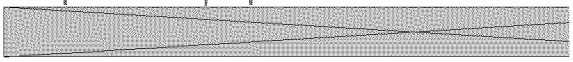
Icahn-controlled Federal-Mogul to split into two public companies
9:11 am U.S. ET | Sep 3

Toyota raises prices on 2015 Sienna minivans
11:44 am U.S. ET | Sep 3

UPCOMING EVENTS
» Sept. 23 - NY Marketing Seminar
» Oct. 15 - Best Dealerships To Work For
» Nov. 13-14 - Automobilwoche Kongress
» January 13-14 - Automotive News World Congress
» January 22 - Automotive News Retail Forum

Land Rover sets base Discovery Sport price at $38,920

7:00 pm U.S. ET | Sep 2



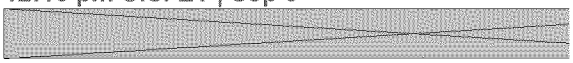
Tesla says it didn't violate Georgia regulations

9:24 pm U.S. ET | Sep 2



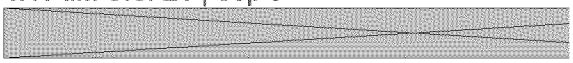
Daimler buys smartphone apps but seeks to avoid Uber controversy

12:16 pm U.S. ET | Sep 3



Audi CEO sees strong sales growth despite Russia, emerging markets slowdown

4:40 am U.S. ET | Sep 3



Ford keeps top auto sales spot in Canada

2:03 pm U.S. ET | Sep 3

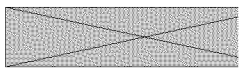


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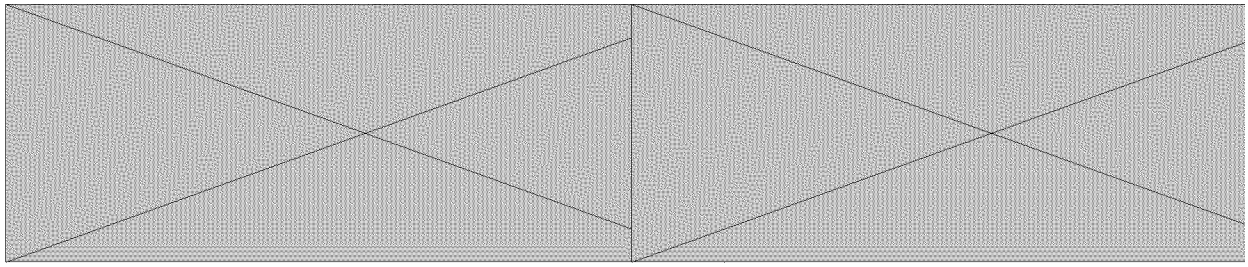
» Sept. 4 - Digital Influence
by Cars.com

» Sept. 10 - Benchmarking Performance
by FirstLook

» Sept. 23 - Asset Maintenance
by IBM



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To: leonard.kata@vw.com[leonard.kata@vw.com]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]; richard.thomas@vw.com[richard.thomas@vw.com]
From: Good, David
Sent: Wed 9/3/2014 8:44:22 PM
Subject: Re: Question about road-speed fans usage for 2016MY and later test vehicles
EPA-road-speed fan1-specs.714.pdf

Len,

Re: Question about road-speed fans usage for 2016MY and later test vehicles

As you know, the Tier 3 Part 1066 regulations allow manufacturers to use road-speed fans for Tier 2 and Tier 3 emission and fuel economy vehicles without obtaining prior EPA approval. We have (more or less) told manufacturers that if they used a road-speed fan for their testing, EPA would also use a road-speed fan for any EPA confirmatory testing.

We would like to know your plans to use road-speed fans over the next several years so that there is no disruption in the EPA confirmatory testing process due to insufficient number of EPA road-speed fans. We currently have one road-speed fan (see attachment) and are considering whether to purchase an additional fan (or fans).

I would think that you would provided road-speed fan information to EPA in your 2016 certification preview meeting, including an outline of which 2016MY vehicles will be tested with road-speed fans, the specifications of your road speed fan(s), whether they meet EPA criteria outlined in 40 CFR 1066.105, and any other technical information as appropriate.

Please let us know in the next week or so approximately what percent of your 2016 and 2017 (if available) emission and fuel economy vehicles will be tested with road-speed fans and the timing---- approximately when you expect to be submitting test requests to EPA for vehicles tested with road-speed fans. I don't need precise numbers---just approximate numbers will be fine.

Thanks much

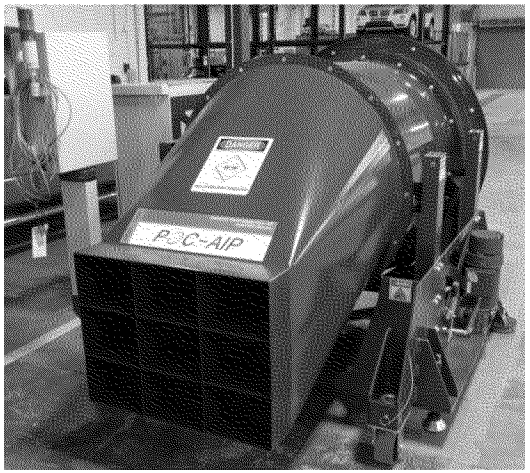
Dave

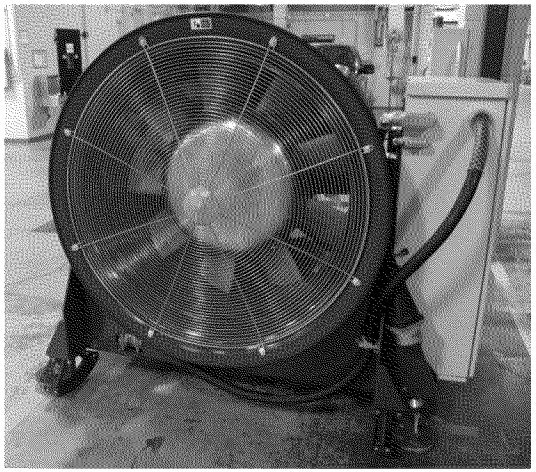
TATD LD portable Road Speed Fan quick specifications

-Contractor:	Prime One Contracting
-Flow area:	31.5" wide x 24" tall
-Required flow velocity range:	0 to 80 mph
-Outlet flow rate	0 to 37,000 CFM (1050 m^3/min)
-Motor Capacity	≈75 hp
-Floor to bottom of duct:	4" to 20" electronically adjustable
-Unit width	≈ 84”
-Unit length	≈ 92”
-Unit height for transport	≈ 65”
-Unit ground clearance	≈ 6”
-Approximate weight	3800 lbs
-Restraint system	Four restraint “feet”

-Meets flow delivery and uniformity requirements of 1066
-EPA added fixtures to allow the unit to be transported with a vehicle mover, also serve as restraints

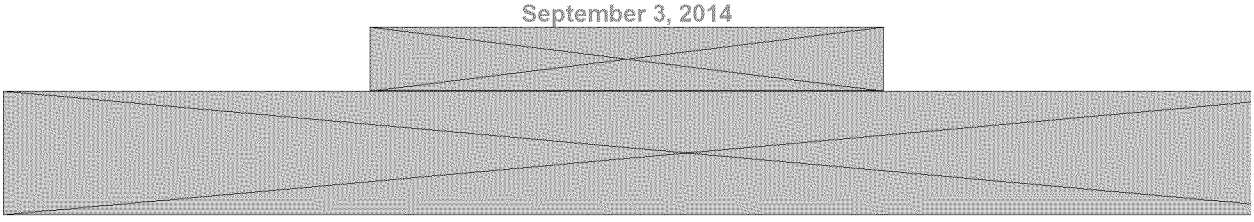






To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Wed 9/3/2014 9:34:07 PM
Subject: U.S. SALES REPORT: August volume shifts from hot to hotter in 'almost' perfect month

September 3, 2014



» Get the numbers at Automotive News Data Center

Click here to open this newsletter in a Web browser

Sales go from hot to hotter in 'almost' perfect month

4:44 pm U.S. ET | Sep 3

Riding strong U.S. demand for crossovers and big pickups, automakers sold almost 1.6 million light vehicles in August, up 6 percent from a booming year-ago period. In August 2013, auto sales jumped 17 percent. ... » READ

ON THE BLOGS

JESSE SNYDER

Get trucky, get lucky

Nissan boosted 15% by multiple nameplates

12:00 pm U.S. ET | Sep 3

Nissan Division reported rising U.S. demand in August across its product portfolio. The division sold 125,224 cars and light trucks last month in the United States, up 15 percent from August 2013. Multiple nameplates made significant gains, including the Versa subcompact, Sentra compact, Altima midsize sedan, Maxima large sedan, Rogue compact crossover and Leaf electric car. ... » READ

Toyota rides truck wave to 6% gain

12:00 pm U.S. ET | Sep 3

Toyota Motor Sales U.S.A. posted record SUV sales in August, including a 52 percent increase in RAV4 deliveries. The gains helped Toyota achieve a better-than-expected increase of 6 percent and outsell Ford Motor Co. to rank as the nation's No. 2 automaker for the month. ... » READ

Higher truck deliveries offset GM's weak car volume

12:00 pm U.S. ET | Sep 3

GM's August sales were bad for market share but good for the bottom line. GM's deliveries last month fell 1 percent, as booming sales of the company's redesigned pickups and SUVs -- its most profitable models -- were offset by weaker

crossover volume and another rough month for Cadillac. ... » READ

» READ

Ford F-Series sales slow prior to changeover

12:00 pm U.S. ET | Sep 3

Accord volume hits record, topping Camry; American Honda remains flat for month

3:00 pm U.S. ET | Sep 3

Jeep, Ram power Chrysler Group up 20%

12:00 pm U.S. ET | Sep 3

Audi, Porsche roll on; VW extends slump

12:00 pm U.S. ET | Sep 3

Ford keeps top auto sales spot in Canada

2:03 pm U.S. ET | Sep 3

Chrysler, Nissan, Toyota post biggest gains as August volume leaps 6%

8:15 am U.S. ET | Sep 3

WINNERS AND LOSERS

% change in sales among brands

	Winners	Aug.		Winners	8 mos.		Losers	Aug.		Losers	8 mos.
1	Maserati	278.2%	1	Maserati	319.3%	1	Jaguar	-31.3%	1	Mini	-21.1%
2	Jeep	48.7%	2	Jeep	45.1%	2	Infiniti	-22.9%	2	Scion	-14.3%
3	Ram	38.7%	3	Mitsubishi	28.9%	3	Fiat	-19.8%	3	Volkswagen division	-13.4%
4	Porsche	36.5%	4	Ram	24.1%	4	Scion	-19.6%	4	Volvo	-11.0%
5	Smart	34.3%	5	Subaru	18.6%	5	Cadillac	-17.8%	5	Chrysler Division	-8.6%

Top Selling Light Vehicles

	Aug.			8 mos.
1	Ford F series	68,109	1 Ford F series	497,1
2	Honda Accord	51,075	2 Chevrolet Silverado	331,9
3	Chevrolet Silverado	49,201	3 Toyota Camry	306,4
4	Toyota Camry	44,043	4 Ram	283,2
5	Ram	43,775	5 Honda Accord	271,4
6	Toyota	35,614	6 Toyota	238,2

	RAV4		Corolla/ Matrix	
7	Honda CR-V	34,079	7 Nissan Altima	235,2
8	Honda Civic	34,032	8 Honda Civic	231,1
9	Toyota Corolla/ Matrix	33,088	9 Ford Fusion	218,8
10	Nissan Altima	32,153	10 Honda CR-V	217,2

Top Selling Cars

	Aug.			8 mos.
1	Honda Accord	51,075	1 Toyota Camry	306,4
2	Toyota Camry	44,043	2 Honda Accord	271,4
3	Honda Civic	34,032	3 Toyota Corolla/ Matrix	238,2
4	Toyota Corolla/ Matrix	33,088	4 Nissan Altima	235,2
5	Nissan Altima	32,153	5 Honda Civic	231,1
6	Ford Fusion	29,452	6 Ford Fusion	218,8
7	Toyota Prius	23,437	7 Chevrolet Cruze	189,6
8	Chevrolet Cruze	23,435	8 Ford Focus	160,7
9	Hyundai Elantra	22,845	9 Hyundai Elantra	157,5
10	Ford Focus	22,079	10 Toyota Prius	151,2

Top Selling Light Trucks

	Aug.			8 mos.
1	Ford F series	68,109	1 Ford F series	497,17
2	Chevrolet Silverado	49,201	2 Chevrolet Silverado	331,97
3	Ram	43,775	3 Ram	283,25
4	Toyota RAV4	35,614	4 Honda CR-V	217,29
5	Honda CR-V	34,079	5 Ford Escape	208,44
6	Ford Escape	28,996	6 Toyota RAV4	179,34
7	Nissan Rogue	21,419	7 Chevrolet Equinox	167,53
8	Chevrolet Equinox	21,387	8 Ford Explorer	142,85
9	GMC Sierra	19,847	9 Nissan Rogue	137,33

				10 Ford Explorer		GMC Sierra
Table sorted by year-to-date sales						
	Aug. 2014	**Aug. 2013**	**% change**	**Aug. 2014**	**Aug. 2013**	**% change**
Buick	22,143	24,650	-10%	153,298	141,880	8%
Cadillac	16,650	20,255	-18%	114,008	119,586	-5%
Chevrolet	185,930	187,740	-1%	1,388,993	1,365,544	2%
GMC	47,700	43,202	10%	328,152	303,254	8%
General Motors	**272,423**	**275,847**	**-1%**	**1,984,451**	**1,930,264**	**3%**
Ford division	213,227	212,212	1%	1,637,666	1,649,821	-1%
Lincoln	8,146	8,192	-1%	60,531	53,399	13%
Ford Motor Co.	**221,373**	**220,404**	**0%**	**1,698,197**	**1,703,220**	**0%**
Lexus	32,809	29,792	10%	198,831	171,238	16%
Scion	6,186	7,698	-20%	41,949	48,959	-14%
Toyota Division	207,105	194,047	7%	1,386,729	1,313,525	6%
Toyota/Scion	213,291	201,745	6%	1,428,678	1,362,484	5%
Toyota Motor Sales	**246,100**	**231,537**	**6%**	**1,627,509**	**1,533,722**	**6%**
Chrysler Division	29,762	28,678	4%	194,285	212,495	-9%
Dodge	49,895	52,858	-6%	399,937	413,258	-3%
Ram	46,594	33,587	39%	298,650	240,727	24%
Dodge/Ram	96,489	86,445	12%	698,587	653,985	7%
Fiat	3,362	4,190	-20%	32,141	29,585	9%
Jeep	68,766	46,239	49%	461,156	317,921	45%
Chrysler Group* **	**198,379**	**165,552**	**20%**	**1,386,169**	**1,213,986**	**14%**
Acura	15,487	17,051	-9%	105,918	109,182	-3%
Honda Division	151,551	149,381	2%	936,464	944,267	-1%
American Honda Motor Co.	**167,038**	**166,432**	**0%**	**1,042,382**	**1,053,449**	**-1%**
Infiniti	9,164	11,884	-23%	77,043	71,879	7%
Nissan Division	125,224	108,614	15%	883,274	782,369	13%
Nissan North America	**134,388**	**120,498**	**12%**	**960,317**	**854,248**	**12%**
Hyundai division	70,003	66,101	6%	501,448	493,116	2%
Kia	54,667	52,025	5%	404,389	378,380	7%
Hyundai-Kia	**124,670**	**118,126**	**6%**	**905,837**	**871,496**	**4%**
Audi	17,101	14,005	22%	116,066	101,346	15%
Bentley	241	239	1%	1,750	1,606	9%
Lamborghini*	59	58	2%	472	458	3%
Porsche	4,540	3,327	37%	31,759	28,456	12%
VW division	35,181	40,342	-13%	244,878	282,913	-13%
VW Group Of America	**57,122**	**57,971**	**-2%**	**394,925**	**414,779**	**-5%**
Subaru	**50,246**	**41,061**	**22%**	**333,968**	**281,652**	**19%**
BMW division	27,214	24,523	11%	211,005	188,997	12%
Mini	5,006	6,023	-17%	34,969	44,329	-21%
Rolls-Royce*	75	71	6%	600	568	6%
BMW Group	**32,295**	**30,617**	**6%**	**246,574**	**233,894**	**5%**
Maybach	-	-	-	-	6	-100%
Mercedes-Benz	28,958	26,151	11%	221,471	203,157	9%
Smart USA	1,334	993	34%	7,332	6,312	16%
Daimler AG	**30,292**	**27,144**	**12%**	**228,803**	**209,475**	**9%**
Mazda	**31,305**	**28,106**	**11%**	**216,974**	**198,026**	**10%**
Mitsubishi	**6,786**	**5,281**	**29%**	**52,807**	**40,980**	**29%**
Jaguar	1,184	1,723	-31%	10,688	11,134	-4%
Land Rover	4,489	4,938	-9%	35,318	31,972	11%

Jaguar Land Rover N.A.						
Volvo Cars N.A.	4,960	5,518	-10%	39,184	44,005	-11%
Tesla*	1,800	2,300	-22%	16,830	15,575	8%
Maserati	1,233	326	278%	7,807	1,862	319%
Suzuki	-	-	-	-	5,946	-100%
Other**	291	284	3%	2,328	2,272	3%
U.S. LIGHT VEHICLE	1,586,374	1,503,665	6%	11,191,068	10,651,957	5%

*Estimate
**Includes estimates for Aston Martin, Ferrari and Lotus
***Fiat S.p.A. purchased the remaining 41.46% stake in Chrysler Group from the UAW's VEBA Trust on Jan. 20, 2014.

Highlights

Mfgr. highest volume - Aug.	GM	272,423	Mfgr. highest volume - 8 mos.	GM	1,984,451
Mfgr. gained the most volume - Aug.	Chrysler Group	32,827	Mfgr. gained the most volume - 8 mos.	Chrysler Group	172,183
Mfgr. lost the most volume - Aug.	GM	(3,424)	Mfgr. lost the most volume - 8 mos.	VW Group of America	(19,854)
Mfgr. highest % increase - Aug.	Maserati	278%	Mfgr. highest % increase - 8 mos.	Maserati	319%
Mfgr. biggest % drop - Aug.	JLR	-15%	Mfgr. biggest % drop - 8 mos.	Volvo	-11%
Brand highest volume - Aug.	Ford	213,227	Brand highest volume - 8 mos.	Ford	1,637,66(
Brand gained the most volume - Aug.	Jeep	22,527	Brand gained the most volume - 8 mos.	Jeep	143,235
Brand lost the most volume - Aug.	VW	(5,161)	Brand lost the most volume - 8 mos.	VW	(38,035)
Brand highest % increase - Aug.	Maserati	278%	Brand highest % increase - 8 mos.	Maserati	319%
Brand biggest % drop - Aug.	Jaguar	-31%	Brand biggest % drop - 8 mos.	Mini	-21%

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To: Matthew Forrest (matthew.forrest@daimler.com)[matthew.forrest@daimler.com]; Ex. 7 Ex. 7 Gregeois, Jerome[jgregeois@hatci.com]; Ex. 7 Bill Elrick[belrick@CAFCP.org]; 'Tyson Eckerle'[Tyson.Eckerle@GOV.CA.GOV]; 'Marcinkoski, Jason'[Jason.Marcinkoski@ee.doe.gov]; 'Andreas Truckenbrodt'[andreas.truckenbrodt@truckenbrodts.com]; rknight@bki.com[rknight@bki.com]; 'Rich Myhre'[rmyhre@bki.com]; Ex. 7 Alex Keros (alexander.keros@gm.com)[alexander.keros@gm.com]; Fred Joseck (fred.joseck@ee.doe.gov)[fred.joseck@ee.doe.gov]; Joerg Launer (Jorg.Launer@vw.com)[Jorg.Launer@vw.com]; John Juriga (jjuriga@hatci.com)[jjuriga@hatci.com]; MIKULIN, JOHN[MIKULIN.JOHN@EPA.GOV]; Justin Ward (justin.ward@tema.toyota.com)[justin.ward@tema.toyota.com]; Lance Atkins (lance.atkins@nissan-usa.com)[lance.atkins@nissan-usa.com]; mmiyasato@aqmd.gov[mmiyasato@aqmd.gov]; McKinney, Jim@Energy[Jim.McKinney@energy.ca.gov]; r.modlin@chrysler.com[r.modlin@chrysler.com]; Robert Bienenfeld (Robert_Bienenfeld@ahm.honda.com)[Robert_Bienenfeld@ahm.honda.com]; Ronald Grasman (ronald.grasman@daimler.com)[ronald.grasman@daimler.com]; Thorsten Wesse (Thorsten.Wesse@afcc-auto.com)[Thorsten.Wesse@afcc-auto.com]; catherine.kim@daimler.com[catherine.kim@daimler.com]; Kaori Alarid (kaori.alarid@tema.toyota.com)[kaori.alarid@tema.toyota.com]; Ex. 7 Ex. 7 Melanie Hobenshield (melanie.hobenshield@afcc-auto.com)[melanie.hobenshield@afcc-auto.com]; Nancy Ann Leffler (NAL@CHRYSLER.COM)[NAL@CHRYSLER.COM]; Pat Krayser[pkrayser@aqmd.gov]; Amy Lilly (alilly@hatci.com)[alilly@hatci.com]; Ex. 7 Andreas Truckenbrodt (andreas.truckenbrodt@truckenbrodts.com)[andreas.truckenbrodt@truckenbrodts.com]; Ex. 7 Bob Cassidy (robert.cassidy@nissan-usa.com)[robert.cassidy@nissan-usa.com]; Brandi Gonzales[bgonzales@CAFCP.org]; Ex. 7 Ex. 7 Grundler, Christopher[grundler.christopher@epa.gov]; Chris White[cwhite@CAFCP.org]; Dean Kato (dean@intereco.com)[dean@intereco.com]; Ex. 7 Frank Seyfried (frank.seyfried@volkswagen.de)[frank.seyfried@volkswagen.de]; Ex. 7 Ex. 7 Jared Farnsworth (jared.farnsworth@tema.toyota.com)[jared.farnsworth@tema.toyota.com]; Jason Marcinkoski (jason.marcinkoski@ee.doe.gov)[jason.marcinkoski@ee.doe.gov]; Jerome Gregeois (jgregeois@hatci.com)[jgregeois@hatci.com]; Juergen Friedrich (juergen.friedrich@daimler.com)[juergen.friedrich@daimler.com]; Kevin Lee (kslee@hatci.com)[kslee@hatci.com]; Kiho Yoo (k.u@hyundai-motor.com)[k.u@hyundai-motor.com]; Linda Carrizosa[lcarrizosa@cafcp.org]; Lisa Mirisola (lmirisola@aqmd.gov)[lmirisola@aqmd.gov]; Mark S. Torigian Esq (Mtorigian@hatci.com)[Mtorigian@hatci.com]; Matt McClory (matt.mcclory@tema.toyota.com)[matt.mcclory@tema.toyota.com]; Matthew Forrest (matthew.forrest@daimler.com)[matthew.forrest@daimler.com]; Nico Bouwkamp[nbouwkamp@cafcp.org]; Randy Roesser (Randy.Roesser@energy.ca.gov)[Randy.Roesser@energy.ca.gov]; Wysor, Tad[wysor.tad@epa.gov]; Takehito Yokoo (takehito.yokoo@tema.toyota.com)[takehito.yokoo@tema.toyota.com]; Tiger Jeong (tigerjeong@hyundai.com)[tigerjeong@hyundai.com]; Tim Olson (tolson@energy.state.ca.us)[tolson@energy.state.ca.us]
From: Bill Elrick
Sent: Wed 9/3/2014 11:28:23 PM
Subject: RE: SOW material following Aug 13th ST meeting
Members_Aug13_ST_Strategizing_Meeting_Outcomes.xlsx
Members_Aug13_ST_Strategizing_Meeting_Prioritization SOW.XLSX

Dear Steering Team,

Please provide any *comments or feedback regarding the documents from our August 13th meeting by tomorrow September 4th COB.* We will have time on tomorrow's ST call to briefly discuss.

Thank you,

Bill

From: Bill Elrick
Sent: Thursday, August 28, 2014 10:10 AM
Subject: SOW material following Aug 13th ST meeting

Dear Steering Team,

Please find attached both the original "Outcomes" from our August 13th realignment meeting (sent previously) and staff's initial "Scope of Work" outline using that ST input and prioritization. We encourage your feedback by Sept 4th so that we may integrate it into an execution/logistics plan which will be the focus of our Sept 30th meeting.

Regards,

Bill

Bill Elrick | Acting Executive Director | CaFCP

3300 Industrial Blvd, West Sacramento, CA 95691

916-371-2396 (w) | 916-607-2263 (m) | belrick@cafcp.org

Cc: Drew Kodjak[drew@theicct.org]
To: Alan C. Lloyd[alloyd@theicct.org]; Charles McElwee[charles.mcelwee@climateworks.org]; Charlotte Pera[Charlotte.Pera@climateworks.org]; dgreenbaum@healtheffects.org[dgreenbaum@healtheffects.org]; Leonora Ex. 6 - Personal Privacy ; ??[dingyan@vecc-mep.org.cn]; Dagang Tang[tangdagang@sohu.com]; Margo Oge[margo.oge@gmail.com]; Michael Wang[mqwang@anl.gov]; Andre Ferreira[andre@energiaeambiente.org.br]; Anumita Roychowdhury[anumita@cseindia.org]; Axel Ex. 6 - Personal Privacy ; Catherine Witherspoon[catherine@witherspoonconsulting.com]; Hal Harvey[hal@energyinnovation.org]; Kebin He[hekb@tsinghua.edu.cn]; likunsheng[likunsheng@vip.163.com]; Margarita Parra[MParra@hewlett.org]; Mario Molina[mmolina@centromariomolina.org]; Ex. 7 Philip Owen[Philip.Owen@ec.europa.eu]; Sanjivi Sundar[ssundar@teri.res.in]; Steve McCauley[steve.mccauley@ec.gc.ca]; Patty Monahan[patty@ef.org]; Adrian Fernandez[Adrian.Fernandez@climateworks.org]; ???????? ????? ????????????[donchenko@niiat.ru]; Yasuhiro Daisho[daisho@waseda.jp]; jinyuefu Jin[jinyuefu@sina.com]; Ian Hodgson[Ian.HODGSON@ec.europa.eu]; Grundler, Christopher[grundler.christopher@epa.gov]; Rodolfo Lacy Tamayo[rodolfo.lacy@semarnat.gob.mx]; Krishan Dhawan[krishan@shaktifoundation.in]; Youngil Jeong[yjeong@kimm.re.kr]; Simon, Karl[Simon.Karl@epa.gov]
From: Cristiano Façanha
Sent: Thur 9/4/2014 12:35:29 AM
Subject: Re: For Review: ICCT Report - State of Clean Transportation Policy

Dear ICCT Council Members:
This is a friendly reminder that the deadline for comments on the final draft of our *State of Clean Transport Policy* report is on Friday September 5. We would like to thank those who have already provided comments.

Sincerely,

Cristiano Façanha, PhD
International Council on Clean Transportation
One Post Street Suite 2700 - San Francisco, CA 94104 USA
+1.415.202.5744 | cristiano@theicct.org

On Aug 21, 2014, at 7:45 PM, Drew Kodjak <drew@theicct.org> wrote:

> Dear ICCT Council Members:
>
> The International Council on Clean Transportation (ICCT) invites you to provide comments on the final draft of our upcoming report on the *State of Clean Transport Policy*. This milestone document summarizes recent regulatory developments for clean vehicles and fuels in eleven major vehicle markets, quantifies the impacts of recently adopted policies on climate, energy, and health, and evaluates the benefits of strengthening and expanding international best practices worldwide.
>
> The ICCT is engaging our Council Members to provide comments on the accuracy of regulatory updates, whether results in charts and tables can be displayed in a better or more compelling way, and the relevance of conclusions and recommendations to your current in-country regulatory efforts. We are also interested in your feedback on how to conduct a successful outreach process, and to identify key venues where conclusions would be especially relevant.

We will acknowledge all reviewers who provide comments on the draft report as follows: "The authors would like to thank the ICCT Council Members who have generously contributed their time and insight in reviewing and commenting on the draft version of this report. We particularly thank …". We ask you to refrain from distributing or citing this draft, since we may refine the report in response to your comments. Our tentative official release is targeted for the month of October; we will share the final report one week ahead of the public release.

The deadline to receive comments is Friday, September 5 which allows more than two weeks for review. In order to facilitate your review, we've created a summary table of key elements for each region. The quickest way to review the key elements of this report is to review the attached table, find your respective country or region, and check the underlying assumptions to ensure accuracy. If you are interested and able to comment, please respond to me and Cristiano Façanha (cristiano@theicct.org) by email at your earliest convenience.

With warm regards,

Drew

<State of Transport Policy - Final Draft.pdf>
<Key points SCTP.docx>

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]
From: Rodgers, William (EEO)
Sent: Thur 9/4/2014 11:17:20 AM
Subject: FW: Ex. 4 - CBI Date set - Ex. 4 - CBI

Hello Jim,
We would like to request a rescheduling of the upcoming Ex. 4 - CBI below to Wednesday, October 29th, with vehicle delivery to EPA on October 27th.
Please let us know if this is possible.

Thanks,

Bill Rodgers
VWGoA EEO
(248) 754-4219

-----Original Message-----
From: no-reply@epa.gov [mailto:no-reply@epa.gov]
Sent: Wednesday, September 03, 2014 8:28 AM
To: Thomas, Richard (EEO); Rodgers, William (EEO); Allen, Gregory (EEO); Giles, Michael (EEO)
Subject: Ex. 4 - CBI Date set

The following is a courtesy copy of status message for a Verify submission. Any references made to links refer to links which will appear in the CDX Inbox message.

Ex. 4 - CBI

The test date is 10/16/2014.

The Verify submission this message relates to has the following values:

Ex. 4 - CBI

The following transaction identifier has been assigned to this request:

Ex. 4 - CBI

Please do not reply to this message.

To: Rodgers, William (EEO)[William.Rodgers@vw.com]
Cc: Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]
From: Snyder, Jim
Sent: Thur 9/4/2014 6:59:37 PM
Subject: RE: Confirmatory Test Date set - Vehicle ID: GNU4-CAQ

Ben has rescheduled it to 29 Oct, 14.

-----Original Message-----
From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Thursday, September 04, 2014 7:17 AM
To: Snyder, Jim
Cc: Allen, Gregory (EEO); Giles, Michael (EEO)
Subject: FW: Confirmatory Test Date set - Vehicle ID: GNU4-CAQ

Hello Jim,
We would like to request a rescheduling of the upcoming confirmatory tests below to Wednesday, October 29th, with vehicle delivery to EPA on October 27th.
Please let us know if this is possible.

Thanks,

Bill Rodgers
VWGoA EEO
(248) 754-4219

-----Original Message-----
From: no-reply@epa.gov [mailto:no-reply@epa.gov]
Sent: Wednesday, September 03, 2014 8:28 AM
To: Thomas, Richard (EEO); Rodgers, William (EEO); Allen, Gregory (EEO); Giles, Michael (EEO)
Subject: Confirmatory Test Date set

The following is a courtesy copy of status message for a Verify submission. Any references made to links refer to links which will appear in the CDX Inbox message.

Confirmatory Test Date has been set for the following vehicle :

Manufacturer: VGA
Vehicle ID: GNU4-CAQ
Vehicle Configuration: 1

The test date is 10/16/2014.

The Verify submission this message relates to has the following values:

Vehicle ID: GNU4-CAQ

Vehicle Configuration #: 1

Test Group Name: GVGAJ03.0NU4

The following transaction identifier has been assigned to this request:

Non-Responsive

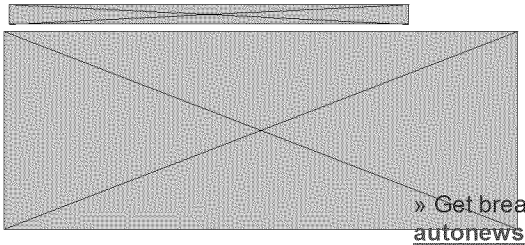
Please do not reply to this message.

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Automotive News
Sent: Thur 9/4/2014 8:43:20 PM
Subject: DAILY: Cadillac mulls more features to hold luxury prices | Autonomous car era brings risk of hackers | Nissan nixed Palmer's proposal to buy Aston stake | See photos of 2016 Mazda MX-5 Miata

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2016 Mazda MX-5 Miata

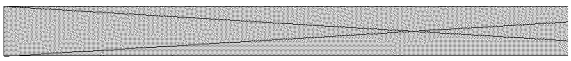
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- GM 8-speed likely to get wide use

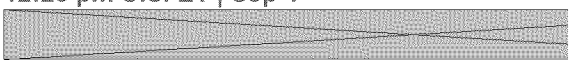
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12:25 pm U.S. ET | Sep 4



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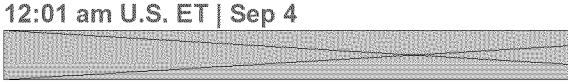
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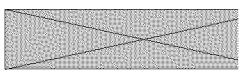
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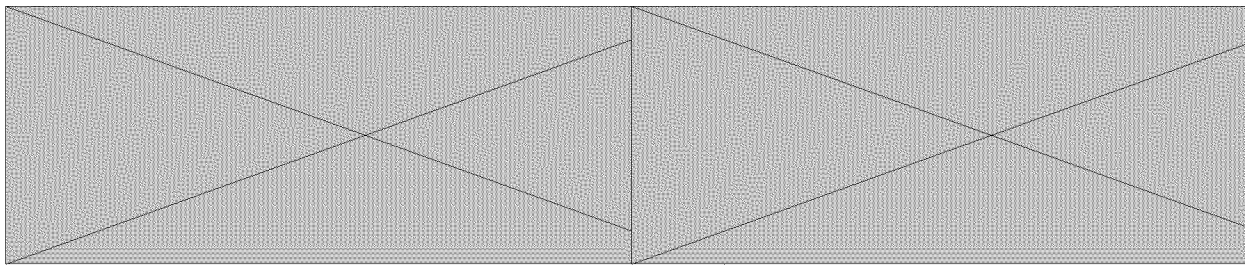
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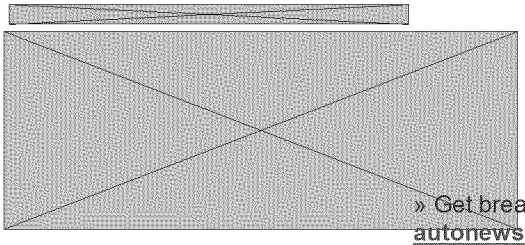
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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Thur 9/4/2014 8:43:24 PM
Subject: DAILY: Cadillac mulls more features to hold luxury prices | Autonomous car era brings risk of hackers | Nissan nixed Palmer's proposal to buy Aston stake | See photos of 2016 Mazda MX-5 Miata

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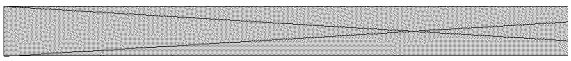
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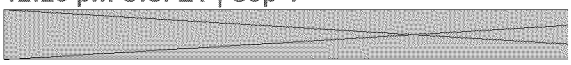
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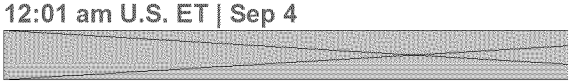
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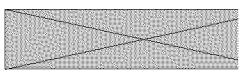
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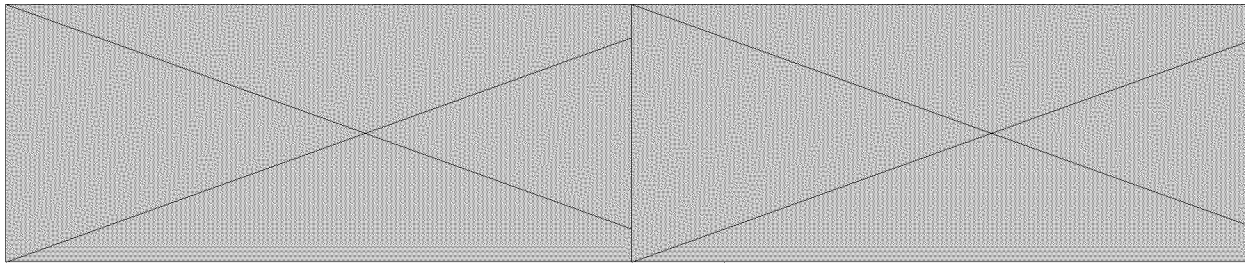
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To: Bill Elrick[belrick@CAFCP.org]; Matthew Forrest (matthew.forrest@daimler.com)[matthew.forrest@daimler.com]; Ex. 7 Ex. 7 Gregeois, Jerome[jgregeois@hatci.com]; Ex. 7 Ex. 7 'Tyson Eckerle'[Tyson.Eckerle@GOV.CA.GOV]; 'Marcinkoski, Jason'[Jason.Marcinkoski@ee.doe.gov]; 'Andreas Truckenbrodt'[andreas.truckenbrodt@truckenbrodts.com]; rknight@bki.com[rknight@bki.com]; 'Rich Myhre'[rmyhre@bki.com]; Ex. 7 Alex Keros (alexander.keros@gm.com)[alexander.keros@gm.com]; Fred Joseck (fred.joseck@ee.doe.gov)[fred.joseck@ee.doe.gov]; Joerg Launer (Jorg.Launer@vw.com)[Jorg.Launer@vw.com]; John Juriga (jjuriga@hatci.com)[jjuriga@hatci.com]; MIKULIN, JOHN[MIKULIN.JOHN@EPA.GOV]; Justin Ward (justin.ward@tema.toyota.com)[justin.ward@tema.toyota.com]; Lance Atkins (lance.atkins@nissan-usa.com)[lance.atkins@nissan-usa.com]; mmiyasato@aqmd.gov[mmiyasato@aqmd.gov]; McKinney, Jim@Energy[Jim.McKinney@energy.ca.gov]; r.modlin@chrysler.com[r.modlin@chrysler.com]; Robert Bienenfeld (Robert_Bienenfeld@ahm.honda.com)[Robert_Bienenfeld@ahm.honda.com]; Ronald Grasman (ronald.grasman@daimler.com)[ronald.grasman@daimler.com]; Thorsten Wesse (Thorsten.Wesse@afcc-auto.com)[Thorsten.Wesse@afcc-auto.com]; catherine.kim@daimler.com[catherine.kim@daimler.com]; Kaori Alarid (kaori.alarid@tema.toyota.com)[kaori.alarid@tema.toyota.com]; Ex. 7 Ex. 7 Melanie Hobenshield (melanie.hobenshield@afcc-auto.com)[melanie.hobenshield@afcc-auto.com]; Nancy Ann Leffler (NAL@CHRYSLER.COM)[NAL@CHRYSLER.COM]; Pat Krayser[pkrayser@aqmd.gov]; Amy Lilly (alilly@hatci.com)[alilly@hatci.com]; Ex. 7 Andreas Truckenbrodt (andreas.truckenbrodt@truckenbrodts.com)[andreas.truckenbrodt@truckenbrodts.com]; Ex. 7 Bob Cassidy (robert.cassidy@nissan-usa.com)[robert.cassidy@nissan-usa.com]; Brandi Gonzales[bgonzales@CAFCP.org]; Grundler, Christopher[grundler.christopher@epa.gov]; Chris White[cwhite@CAFCP.org]; Dean Kato (dean@intereco.com)[dean@intereco.com]; Ex. 7 Frank Seyfried (frank.seyfried@volkswagen.de)[frank.seyfried@volkswagen.de]; Ex. 7 Ex. 7 Jared Farnsworth (jared.farnsworth@tema.toyota.com)[jared.farnsworth@tema.toyota.com]; Jason Marcinkoski (jason.marcinkoski@ee.doe.gov)[jason.marcinkoski@ee.doe.gov]; Jerome Gregeois (jgregeois@hatci.com)[jgregeois@hatci.com]; Juergen Friedrich (juergen.friedrich@daimler.com)[juergen.friedrich@daimler.com]; Kevin Lee (kslee@hatci.com)[kslee@hatci.com]; Kiho Yoo (k.u@hyundai-motor.com)[k.u@hyundai-motor.com]; Linda Carrizosa[lcarrizosa@cafcp.org]; Lisa Mirisola (lmirisola@aqmd.gov)[lmirisola@aqmd.gov]; Mark S. Torigian Esq (Mtorigian@hatci.com)[Mtorigian@hatci.com]; Matt McClory (matt.mcclory@tema.toyota.com)[matt.mcclory@tema.toyota.com]; Matthew Forrest (matthew.forrest@daimler.com)[matthew.forrest@daimler.com]; Nico Bouwkamp[nbouwkamp@cafcp.org]; Roesser, Randy@Energy[Randy.Roesser@energy.ca.gov]; Wysor, Tad[wysor.tad@epa.gov]; Takehito Yokoo (takehito.yokoo@tema.toyota.com)[takehito.yokoo@tema.toyota.com]; Tiger Jeong (tigerjeong@hyundai.com)[tigerjeong@hyundai.com]; Olson, Tim@Energy[Tim.Olson@energy.ca.gov]
From: Ex. 7
Sent: Fri 9/5/2014 12:48:31 AM
Subject: RE: SOW material following Aug 13th ST meeting

Bill and team, nice job compiling the outcomes of the August 13 meeting. We didn't re-assess ARB's specific priorities or views on individual items, figuring this came out in the group process. But here are some fine-tuning comments:

1. Organizing the actions into "Convene, Communicate and Collaborate" and further distinguishing "CaFCP lead" and "CaFCP support" is very useful. There is a fuzzy line for some items between "convene" and "collaborate", for example with regard to addressing specific challenges, barriers, needs and opportunities. These may start by convening, but can quickly turn into a need for collaboration.

2. I suggest allocating some resources functionally within the three categories. We may start with specific high priority projects today but need to be flexible as these evolve or as new priorities to arise in 6 months. And as topics spill over from "convene" to "collaborate".

3. Under "Communicate" and "Targeted community outreach" we see a strong need for CaFCP to support permitting workshops such as the San Jose event on July 30. You have "NREL/CaFCP permitting workshops" in the "CaFCP not involved column". Can you clarify?

4. Overall, CaFCP's common outreach platform is one of the most valuable aspects of the organization. It is immensely helpful to be able to send interested parties to CaFCP for basic information about H2 and FCEVs and what is happening in California, from media inquiries to international or other interested parties. Specifically we see a need for ongoing legislative and NGO outreach as the early market launches and evolves, although the nature of that outreach will change over time (e.g. more locally based than here in Sacramento, perhaps a lower level of effort, for example).

5. We highly value and support the work CaFCP does to advance fuel cells in new applications such as MD and HDVs. Will the MD/HD roadmap identify specific actions needed to further advance these markets and are any of these appropriate work products for CaFCP?

6. Retaining a codes and standards function under CaFCP is valuable for ARB, not only as a resource for information but because CaFCP can take the "big picture" view, notice what is missing or perhaps not appropriately linked, and help move the process forward more quickly.

7. Under the convening function we'd like to see a focus on the market and customer experience, similar to what takes place today with PEVC.

8. Let's find a way to get infrastructure providers to the table within CaFCP.

9. Tyson is going to send you his version of the intersecting circles chart as some details got lost in translation.

Thanks for your hard work on this, and I look forward to seeing the next iteration and BKi's proposal(s).

Best regards,

Ex. 7

www.linkedin.com/in/carbfuelcellprogram

From: Bill Elrick [mailto:belrick@CAFCP.org]
Sent: Wednesday, September 03, 2014 4:28 PM
To: Matthew Forrest (matthew.forrest@daimler.com); Ex. 7 Gregeois, Jerome; Ex. 7 Bill Elrick; 'Tyson Eckerle'; 'Marcinkoski, Jason'; 'Andreas Truckenbrodt'; rknight@bki.com; 'Rich Myhre'; Ex. 7 Alex Keros (alexander.keros@gm.com); Fred Joseck (fred.joseck@ee.doe.gov); Joerg Launer (Jorg.Launer@vw.com); John Juriga (jjuriga@hatci.com); John Mikulin (mikulin.john@epa.gov); Justin Ward (justin.ward@tema.toyota.com); Lance Atkins (lance.atkins@nissan-usa.com); Matt Miyasato (mmiyasato@aqmd.gov); McKinney, Jim@Energy; Reg Modlin (r.modlin@chrysler.com); Robert Bienenfeld (Robert_Bienenfeld@ahm.honda.com); Ronald Grasman (ronald.grasman@daimler.com); Thorsten Wesse (Thorsten.Wesse@afcc-auto.com); catherine.kim@daimler.com; Kaori Alarid (kaori.alarid@tema.toyota.com); Ex. 7 Melanie Hobenshield (melanie.hobenshield@afcc-auto.com); Nancy Ann Leffler (NAL@CHRYSLER.COM); Pat Krayser; Amy Lilly (alilly@hatci.com); Ex. 7 Andreas Truckenbrodt (andreas.truckenbrodt@truckenbrodts.com); Ex. 7 Bob Cassidy (robert.cassidy@nissan-usa.com); Brandi Gonzales; Ex. 7 Chris Grundler (grundler.christopher@epa.gov); Chris White; Dean Kato (dean@intereco.com); Ex. 7 Frank Seyfried (frank.seyfried@volkswagen.de); Ex. 7 Jared Farnsworth (jared.farnsworth@tema.toyota.com); Jason Marcinkoski (jason.marcinkoski@ee.doe.gov); Jerome Gregeois (jgregeois@hatci.com); Juergen Friedrich (juergen.friedrich@daimler.com); Kevin Lee (kslee@hatci.com); Kiho Yoo (k.u@hyundai-motor.com); Linda Carrizosa; Lisa Mirisola (lmirisola@aqmd.gov); Mark S. Torigian Esq (Mtorigian@hatci.com); Matt McClory (matt.mcclory@tema.toyota.com); Matthew Forrest (matthew.forrest@daimler.com); Nico Bouwkamp; Roesser, Randy@Energy; Tad Wysor (wysor.tad@epa.gov); Takehito Yokoo (takehito.yokoo@tema.toyota.com); Tiger Jeong (tigerjeong@hyundai.com); Olson, Tim@Energy
Subject: RE: SOW material following Aug 13th ST meeting

Dear Steering Team,

Please provide any *comments or feedback regarding the documents from our August 13th meeting by tomorrow September 4th COB.* We will have time on tomorrow's ST call to briefly discuss.

Thank you,

Bill

From: Bill Elrick
Sent: Thursday, August 28, 2014 10:10 AM
Subject: SOW material following Aug 13th ST meeting

Dear Steering Team,

Please find attached both the original "Outcomes" from our August 13th realignment meeting (sent previously) and staff's initial "Scope of Work" outline using that ST input and prioritization. We encourage your feedback by Sept 4th so that we may integrate it into an execution/logistics plan which will be the focus of our Sept 30th meeting.

Regards,

Bill

Bill Elrick | Acting Executive Director | CaFCP

3300 Industrial Blvd, West Sacramento, CA 95691

916-371-2396 (w) | 916-607-2263 (m) | belrick@cafcp.org

To: Sohacki, Lynn[sohacki.lynn@epa.gov]
Cc: Glas, Tobias[Tobias.Glas@vw.com]
From: Foss, Kyle
Sent: Fri 9/5/2014 2:11:42 PM
Subject: RE: Parameters needed for T132RXX-0062 (2012 Audi/A5) – VIN# WAULFAFR9CA036689
A5_CA036689_parameters form cold CO and US06 CO (2).xlsx

Hi Lynn,

I made I mistake on the coefficients on the first table I sent you. I apologize, I think I must have made an error converting to U.S. units.

Attached is a corrected sheet. I hope this does not disrupt testing.

Thank you,

Kyle Foss

Engineering Analyst

Test Center California (TCC)

Volkswagen Group of America, Inc.

201 Del Norte Blvd.

Oxnard, CA 93030

Phone: (805) 436-8617

Mobile: (805) 205-0560

Fax: (805) 485-3602

kyle.foss@vw.com

http://www.vw.com

From: Sohacki, Lynn [mailto:sohacki.lynn@epa.gov]
Sent: Wednesday, August 27, 2014 12:58 PM
To: Foss, Kyle
Cc: Glas, Tobias
Subject: RE: Parameters needed for T132RXX-0062 (2012 Audi/A5) – VIN# WAULFAFR9CA036689

Thank you, Kyle.

Regards,

Lynn Sohacki

From: Foss, Kyle [mailto:Kyle.Foss@vw.com]
Sent: Wednesday, August 27, 2014 3:49 PM
To: Sohacki, Lynn
Cc: Glas, Tobias
Subject: RE: Parameters needed for T132RXX-0062 (2012 Audi/A5) – VIN# WAULFAFR9CA036689

Hi Lynn,

Tobias is on vacation until September 3rd. Attached is the completed parameter sheet, as well as photos of the under hood connections and traction control button.

Please let me know if anything needs to be clarified or if you need any more information.

Thank you,

Kyle Foss

Engineering Analyst

Test Center California (TCC)

Volkswagen Group of America, Inc.

201 Del Norte Blvd.

Oxnard, CA 93030

Phone: (805) 436-8617

Mobile: (805) 205-0560

Fax: (805) 485-3602

kyle.foss@vw.com

http://www.vw.com

From: Glas, Tobias
Sent: Tuesday, August 26, 2014 12:30 PM
To: Foss, Kyle
Subject: Fw: Parameters needed for T132RXX-0062 (2012 Audi/A5) – VIN# WAULFAFR9CA036689

Please send the data to Lynn.

From: Sohacki, Lynn [mailto:sohacki.lynn@epa.gov]
Sent: Tuesday, August 26, 2014 11:10 AM
To: Glas, Tobias
Subject: Parameters needed for T132RXX-0062 (2012 Audi/A5) – VIN# WAULFAFR9CA036689

Hi, Tobias.

The following vehicle will be brought in next week:

T132RXX-0062 (2012 Audi/A5) – VIN# WAULFAFR9CA036689, 0800 Vehicle Pick up on 9/2/14 (Tuesday)

Please fill the attached parameter sheet (including the new second tab) and return it to me. When including instructions for disabling traction control, please include a description and location of the icon.

Thanks,

Lynn Sohacki

EPA, Compliance Division

734-214-4851

To: Foss, Kyle[Kyle.Foss@vw.com]
From: Sohacki, Lynn
Sent: Fri 9/5/2014 2:36:05 PM
Subject: RE: Parameters needed for T132RXX-0062 (2012 Audi/A5) – Ex. 7

Thank you, Kyle.

I'll pass this information along.

Lynn

From: Foss, Kyle [mailto:Kyle.Foss@vw.com]
Sent: Friday, September 05, 2014 10:12 AM
To: Sohacki, Lynn
Cc: Glas, Tobias
Subject: RE: Parameters needed for T132RXX-0062 (2012 Audi/A5) – Ex. 7

Hi Lynn,

I made I mistake on the coefficients on the first table I sent you. I apologize, I think I must have made an error converting to U.S. units.

Attached is a corrected sheet. I hope this does not disrupt testing.

Thank you,

Kyle Foss

Engineering Analyst

Test Center California (TCC)

Volkswagen Group of America, Inc.

201 Del Norte Blvd.

Oxnard, CA 93030

Phone: (805) 436-8617

Mobile: (805) 205-0560

Fax: (805) 485-3602

kyle.foss@vw.com

http://www.vw.com

From: Sohacki, Lynn [mailto:sohacki.lynn@epa.gov]
Sent: Wednesday, August 27, 2014 12:58 PM
To: Foss, Kyle
Cc: Glas, Tobias
Subject: RE: Parameters needed for Ex. 7

Thank you, Kyle.

Regards,

Lynn Sohacki

From: Foss, Kyle [mailto:Kyle.Foss@vw.com]
Sent: Wednesday, August 27, 2014 3:49 PM
To: Sohacki, Lynn
Cc: Glas, Tobias
Subject: RE: Parameters needed for Ex. 7

Hi Lynn,

Tobias is on vacation until September 3rd. Attached is the completed parameter sheet, as well as photos of the under hood connections and traction control button.

Please let me know if anything needs to be clarified or if you need any more information.

Thank you,

Kyle Foss

Engineering Analyst

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201 Del Norte Blvd.

Oxnard, CA 93030

Phone: (805) 436-8617

Mobile: (805) 205-0560

Fax: (805) 485-3602

kyle.foss@vw.com

http://www.vw.com

From: Glas, Tobias
Sent: Tuesday, August 26, 2014 12:30 PM
To: Foss, Kyle
Subject: Fw: Parameters needed for Ex. 7

Please send the data to Lynn.

From: Sohacki, Lynn [mailto:sohacki.lynn@epa.gov]
Sent: Tuesday, August 26, 2014 11:10 AM
To: Glas, Tobias
Subject: Parameters needed for Ex. 7

Hi, Tobias.

The following vehicle will be brought in next week:

Ex. 7 Vehicle Pick up on 9/2/14 (Tuesday)

Please fill the attached parameter sheet (including the new second tab) and return it to me. When including instructions for disabling traction control, please include a description and location of the icon.

Thanks,

Lynn Sohacki

EPA, Compliance Division

734-214-4851

To: 'Ben Haynes'[Haynes.Ben@epa.gov]
From: Sohacki, Lynn
Sent: Fri 9/5/2014 2:39:28 PM
Subject: REPLACEMENT Parameters needed for Ex. 7

Ex. 7 form cold CO and US06 CO (2).xlsx

Hi, Ben.

I just got these new parameters that replace the ones that VW previously sent. Since I already submitted the ones that were previously sent into the system I don't think I can replace them so I think you'll have to manually replace the values. From the email below it looks like only the coefficients have been changed.

Thanks,

Lynn

From: Foss, Kyle [mailto:Kyle.Foss@vw.com]
Sent: Friday, September 05, 2014 10:12 AM
To: Sohacki, Lynn
Cc: Glas, Tobias
Subject: RE: Parameters needed for Ex. 7

Hi Lynn,

I made I mistake on the coefficients on the first table I sent you. I apologize, I think I must have made an error converting to U.S. units.

Attached is a corrected sheet. I hope this does not disrupt testing.

Thank you,

Kyle Foss

Engineering Analyst

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Volkswagen Group of America, Inc.

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Phone: (805) 436-8617

Mobile: (805) 205-0560

Fax: (805) 485-3602

kyle.foss@vw.com

http://www.vw.com

From: Sohacki, Lynn [mailto:sohacki.lynn@epa.gov]
Sent: Wednesday, August 27, 2014 12:58 PM
To: Foss, Kyle
Cc: Glas, Tobias
Subject: RE: Parameters needed for Ex. 7

Thank you, Kyle.

Regards,

Lynn Sohacki

From: Foss, Kyle [mailto:Kyle.Foss@vw.com]
Sent: Wednesday, August 27, 2014 3:49 PM
To: Sohacki, Lynn
Cc: Glas, Tobias
Subject: RE: Parameters needed for Ex. 7

Hi Lynn,

Tobias is on vacation until September 3rd. Attached is the completed parameter sheet, as well as photos of the under hood connections and traction control button.

Please let me know if anything needs to be clarified or if you need any more information.

Thank you,

Kyle Foss

Engineering Analyst

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Phone: (805) 436-8617

Mobile: (805) 205-0560

Fax: (805) 485-3602

kyle.foss@vw.com

http://www.vw.com

From: Glas, Tobias
Sent: Tuesday, August 26, 2014 12:30 PM
To: Foss, Kyle
Subject: Fw: Parameters needed for Ex. 7

Please send the data to Lynn.

From: Sohacki, Lynn [mailto:sohacki.lynn@epa.gov]
Sent: Tuesday, August 26, 2014 11:10 AM
To: Glas, Tobias
Subject: Parameters needed for Ex. 7

Hi, Tobias.

The following vehicle will be brought in next week:

Ex. 7 hicle Pick up on 9/2/14 (Tuesday)

Please fill the attached parameter sheet (including the new second tab) and return it to me. When including instructions for disabling traction control, please include a description and location of the icon.

Thanks,

Lynn Sohacki

EPA, Compliance Division

734-214-4851

National Vehicle and Fuel Emissions Laboratory
2565 Plymouth Road, Ann Arbor, Michigan 48105

EPA Parameters Form 1000-01 for In-Use Testing

EPA Vehicle Control Number:

Equivalent Test Weight: 4000 Pounds (Integer Only: Equivalent Test Weight)

Nominal Fuel Tank Capacity: 16.9 Gallons **40% Fill** 6.8 Gallons

Drive Axle: 15 **US06 CO Full Useful Life Standard** 11.1

1 Rear Drive Str Left
2 Rear Drive Str Right
3 Front Drive Str Left
4 Front Drive Str Right
5 Four Wheel Drive Str Left
6 Four Wheel Drive Str Right
7 Rear Drive Off Road
9 Other
10 4-Wheel Drive
11 2-Wheel Drive, Front
12 2-Wheel Drive, Rear
13 Part-time 4-Wheel Drive
15 All Wheel Drive

Mfr. Shift Schedule (if required) FTP HWY US06

Vehicle Target Road-Load Coefficients

A 37.09 Lb-force

B 0.4883 Lb-force/mph

C 0.01752 Lb-force/mph^2

Canister Working Capacity:

140 Grams (Integer Only: Canister Working Capacity)

1 Number of Canisters (Integer Only: Number of Canisters)

2800 Total Canister Volume (cm3)

PLEASE ADD COLD CO PARAMETERS ON THE SECOND TAB OF THIS WORKSHEET

Vehicle Starting Instructions, including Traction Control disabling (with location and description of traction control icon):

With ignition on, press the "traction control off" button. Then start engine and verify traction control light is on in the instrument cluster. Button is located in center console, picture attached in separate document.

To avoid unnecessary delays, please provide specific instructions and pictures (if necessary) for the following items:

Canister Loading Process:

Load through the purge valve line under the hood. Remove hose on canister side of purge valve.
Vent through the connector on the leak detection pump attached to the canister. Canister is located directly under the trunk floor, accessible from under the car.

Fuel Draining Process:

Insert a T-connector into the fuel line under the hood. The line is on the left hand side of the engine compartment, and goes straight into the high pressure fuel pump.

ABS Disabling Process:

Fuel Switch Process (Flex Fuel only):

Comments:

For internal EPA Use Only:

This information was obtained from:

* Letter, e-mail, fax or other document delivered from the manufacturer
  (attach any additional information from the manufacturer to this form)
* Verbal instruction from the manufacturer's representative
* Other (specify)

Config. No

Manufacturer Representative: _____ *Date:* _____

Jacobs Representative: _____ *Date:* _____

EPA Representative: _____ *Date:* _____

National Vehicle and Fuel Emissions Laboratory
2565 Plymouth Road, Ann Arbor, Michigan 48105

EPA Parameters Form 1000-01 for In-Use Testing

EPA Vehicle Control Number: 0

Cold CO Target Road-Load Coefficients

A	37.09	Lb-force
B	0.4883	Lb-force/mph
C	0.01752	Lb-force/mph^2

Cold CO Test

Special Instructions for Heater and Defroster Control:

To: rseal3@jaguar.com[rseal3@jaguar.com]
Cc: vvarjabe@jaguar.com[vvarjabe@jaguar.com]; vvarjabe@jaguarlandrover.com[vvarjabe@jaguarlandrover.com]; French, Roberts[french.roberts@epa.gov]
From: Good, David
Sent: Fri 9/5/2014 3:39:29 PM
Subject: PHEV test procedures; Rob's PHEV calculator attached
PHEV Calculator v17 with sample data-from Rob-8-13-2014.xlsm
PHEV - Verify Rel9-Charge Depleting example data-2-10-2011.pdf

Ron,

Attached is the latest version of Rob French's PHEV spreadsheet, which we use to determine FE Label, CAFE & GHG values for PHEVs. Rob sent a previous version of his spreadsheet to the Alliance & Global Automakers a few months ago for distribution to their members. Several PHEV mfrs have used this spreadsheet, including Porsche, McLaren, BMW, etc.

Also attached is a template for entering PHEV test data into EPA's Verify database.

We pretty much use SAE J1711 for PHEV testing with a few exceptions. See the Tier 3 regulations at 86.1811-04(n), and 1066.501. Also see 600.116-12 (as modified in the Tier 3 final rule).

I'll check on your question about 86.1811-04(n). It's my understanding that we use J1711 for PHEV charge depleting (CD) tests, except that we don't use the criteria pollutant calculation procedure outlined in section 6 of J1711. For example, we don't use equation 32 in section 6.2.1.3 to weight the criteria pollutant emissions during PHEV CD & CS tests.

We are still working with CARB on this, but we hope to issue a future EPA guidance letter which will outline how to measure & calculate CD criteria pollutants for PHEVs. We currently rely on the EPA defeat device regulations for PHEV CD criteria pollutants---but we haven't defined how to weight the emissions from the various UDDS cycles. The Alliance has proposed averaging all the UDDS Cycle emission or a using a utility factor to weight CD and CS emissions. So far, we don't like either of these approaches.

Hope this helps.

Dave

The calculated values for these methods are shown in the calculation worksheets in rows 25-30.

		For model years up to and including 2019	
		Is it a dual fuel vehicle under 49 U.S.C. 32905/32906 and 49 CFR 538.5, i.e., does it meet minimum driving range requirements specified by DOT?	
		YES	**NO**
Does it exhibit blended operation during charge-depleting UDDS or HFET test procedures?	**YES**	A	C
	NO	B	

Description of CAFE methodologies. The methodology for GHG calculations is always Method C.	
A	CAFE = 50/50 weighting of electricity and gasoline efficiencies. Electricity efficiency is calculated using equivalent all-electric range and recharge event electricity, using DOE Petroleum Equivalence Factor (includes 0.15 adjustment)
B	CAFE = 50/50 weighting of electricity and gasoline = 50/50 weighting of charge-depleting and charge-sustaining modes, using DOE Petroleum Equivalence Factor (includes 0.15 adjustment)
C	Utility Factor weighting of charge-depleting and charge-sustaining modes. Electricity is counted only on an energy equivalent basis (no use of DOE Petroleum Equivalence Factor or 0.15 adjustment)
D	Utility Factor weighting of charge-depleting and charge-sustaining modes. Electricity is counted only on an energy equivalent basis (with DOE Petroleum Equivalence Factor including 0.15 adjustment)

d use. The calculated values

For 2020 and later model years
D

y for GHG calculations is	Examples
ciencies. Electricity efficiency is arge event electricity, using DOE ent)	None
0/50 weighting of charge-depleting quivalence Factor (includes 0.15	Chevrolet Volt Ford Fusion/C-Max Honda Accord Porsche Spyder
e-sustaining modes. Electricity is f DOE Petroleum Equivalence Factor	Toyota Prius Porsche Panamera
e-sustaining modes. Electricity is E Petroleum Equivalence Factor	None (applies only after 2019 model year)

Enter data ONLY in GREEN cells

Enter Vehicle Information Here:

Model Year:	2014
Vehicle Category:	Passenger Vehicle (PV)
Manufacturer Name:	Zoom Motor Co.
Model Name:	Zoom One
Additional Descriptors (e.g., Eco Mode, Config No.):	1

CAFE, GHG, AND LABEL CALCULATIONS

CAFE & GHG CALCULATIONS	Units	City
Fraction of Transition Cycle Allocated to Charge-Depleting (Zn)		0.0040
Charge-Depleting Range (Rcda)	miles	29.68
Equivalent All Electric Range, Unadjusted (calculated per 86.1866-12(b	miles	-0.22
Charge-Depleting DC Energy Consumed	W-hours	6357
Charge-Depleting AC Electricty Consumption Rate	AC W-hrs/mi	167.33
Charge-Depleting Incentivized Fuel Economy (uses DOE Petroleum Equiv Facto	MPGe	490.4
Charge-Depleting gasoline CREE, utilitized	g/mi	316.0
Fleet Utility Factor	UF	0.7423
Charge-Depleting Fuel Consumption Rate, utilitized	gal-e/mi	0.0392
Charge-Depleting CO2 Emissions	g/mi	419.1

CAFE & GHG VALUES		City
A. Composite CD/CS Incentivized Fuel Economy (for dual fuel "blended	MPGe	**-8.6799**
B. Composite CD/CS Incentivized Fuel Economy (for dual fuel "non-ble	MPGe	**40.8266**
C. Composite CD/CS Fuel Economy (if NOT a CAFE dual fuel vehi	MPGe	**19.5051**
D. Composite CD/CS Fuel Economy (for after model year 2019)	CALCULATI	
E. Composite CD/CS CREE (does not include upstream emissions	g/mi	**423**
F. Composite CD/CS CREE (includes net upstream emissions per	CALCULATI	

LABEL CALCULATIONS		City
Charge-Depleting Cost per Mile - Electricity	$/mi	$ 0.025
Charge-Depleting Cost per Mile - Gasoline	$/mi	$ 0.220
Charge-Depleting Cost per Mile - Total Electricity + Gasoline	$/mi	$ 0.245
Charge-Sustaining Cost per Mile	$/mi	$ 0.23
MDIUF based on Rcda	mdiuf	0.512
MDIUF (for composite fractional UF calculations)	mdiuf	0.5857
Composite CD/CS Cost per Mile	$/mi	$ 0.24

Charge-Depleting Gasoline Consumption	gals	1.40048
Charge-sustaining Driving Range	miles	226.56
Charge-Depleting CO2	g/mi	520.966

LABEL VALUES		**City**
Charge-Depleting Range (Rcda)	miles	23.87
All-Electric Range (AER)	miles	0.00
Total Driving Range	miles	
Charge-Depleting Fuel Economy (MPGe)	mpge	15.424
Charge-Depleting Electricity Consumption Rate	kWh/100mi	20.9
Charge-Depleting Gasoline Consumption Rate	gal/100mi	5.8664
Charge-Sustaining Fuel Economy	mpg	16.3
Charge-Sustaining Fuel Consumption Rate	gal/100mi	6.1
Annual Fuel Cost	$/year	
5-Year Save/Spend Value (negative value = SPEND)	$/5-years	
Composite CD/CS CO2 (fractional UF calculation)	g/mi	536.136
Composite CD/CS Fuel Economy (fractional UF calculation)	mpge	14.37

HOV VALUES (used for specific state requirements)		**City**
MDIUF based on unadjusted Rcda	mdiuf	0.5824
Charge-Depleting Fuel Economy	mpge	19.17
Composite CD/CS Fuel Economy (lumped UF method)	mpge	20.0081
MDIUF (for composite fractional UF calculation)	mdiuf	0.65524
Composite CD/CS Fuel Economy (fractional UF method)	mpge	19.69372

Enter data ONLY in GREEN cells

Enter Test Information Here:	Test Date
Charge-Depleting City:	2/19/2014
Charge-Depleting Highway:	2/21/2014
~~DELETE; COULD BE 5-CYCLE~~ ~~Charge-Sustaining City:~~	
~~DELETE; COULD BE 5-CYCLE~~ ~~Charge-Sustaining Highway:~~	

ENTER DATA HERE: CHARGE-SUSTAINING AND CHARGE-DEP

Highway	Combined
0.3776	
24.33	27.27
6.33	
6310	
205.32	184.425
399.6	
85.9	
0.3453	
0.0113	
237.5	

CHARGE-SUSTAINING INPUTS: MPG, CREE, CO2			
Fuel Economy, Unadjusted			
Fuel Economy, Adjusted 5-Cycle or Derived 5-Cycle			
CREE, Unadjusted			
CO2, Unadjusted			
CO2, Adjusted 5-Cycle or Derived 5-Cycle			
ADDITIONAL INPUTS FOR LABEL AND CREE CALCULATIONS			
Gasoline cost	$/gallon	$ 3.75	Fuel tank size (U.S. g
Electricity cost	$/kW-hour	$ 0.12	Vehicle footprint (s
Average vehicle MPG	MPG	23	
Average vehicle 5-year cost	$	$ 11,500	

Highway	Combined
43.6205	**-18.8507**
51.6338	**45.0717**
28.5229	**22.7**
CALCULATION UNDER DEVELOPMENT	
297	**366**
CALCULATION UNDER DEVELOPMENT	

CITY (UDDS) CHARGE-DEPLETING INPUTS				
			Which cycle/phase number is the transition cycle?	
			Enter the Total Recharge Energy (AC Watt-Hours):	
			Enter the unadjusted all-electric range, if any (miles):	
Cycle/Phase No.	**Cycle/Phase Target Distance**	**Cycle/Phase Measured Distance**	**Integrated Amp-Hours Electricity Used**	**Average Cycle Voltage**
No.	*miles*	*miles*	*Amp-hours*	*Volts*
1	7.45	7.424	3.858	542
2	7.45	7.399	7.546	535
3	7.45	7.419	11.296	530
4	7.45	7.407	11.794	525
5	7.45	7.413	11.796	520
6	7.45	7.429	11.880	515
7	7.45			

Highway	Combined
	21.02
$ 0.034	
$ 0.139	
$ 0.173	
$ 0.17	
0.417	0.472
0.4900	
$ 0.17	$ 0.21

0.65020	1.06285
319.37	268.32376
329.739	434.914

Highway	Combined
17.52	**21.0**
0.00	**0.0**
	290
21.948	**18.0**
28.5	**24.0**
3.7104	**4.9**
21.8	**18.0**
4.6	**5.6**
	$ 3,150.00
	$ (4,250.00)
376.761	**464**ne transition cycle?
21.48	**17**y (AC Watt-Hours):

ter the unadjusted all-electric range, if any (miles):

Highway	Combined
0.5184	
30.47	
29.0190	**23.3**
0.59549	
29.04297	**23.0**

8	7.45			
9	7.45			
10	7.45			
11	7.45			
12	7.45			
13	7.45			
14	7.45			
15	7.45			
16	7.45			
17	7.45			
18	7.45			
19	7.45			
20	7.45			

HIGHWAY (HFET) CHARGE-DEPLETING INPUTS				
No.	**Distance**	**Distance**	**Used**	**Voltage**
No.	*miles*	*miles*	*Amp-hours*	*Volts*
1	10.3	10.228	5.040	542
2	10.3	10.237	9.888	535
3	10.3	10.239	11.736	530
4	10.3	10.221	11.746	525
5	10.3			
6	10.3			
7	10.3			
8	10.3			
9	10.3			
10	10.3			
11	10.3			
12	10.3			
13	10.3			
14	10.3			
15	10.3			
16	10.3			
17	10.3			
18	10.3			
19	10.3			
20	10.3			



Values for fueleconomy.gov spreadsh

Charge Sustaining Operation	
City FE (Guide) - Conventional Fuel	Hwy FE (Guide) - Conventional Fuel
16	22

Test Date	Test Number/Identifier
2/19/2014	ABC123456
2/21/2014	DEF789456

CHARGE-DEPLETING

	City	Highway
mpg	21.3	27.6
mpg	16.3	21.8
g/mi	417.0	322.0
g/mi	416.0	321.0
g/mi	545.0	408.0

ONS

allons)	15.30
quare feet)	

phase number is the transition cycle?	5
tal Recharge Energy (AC Watt-Hours):	5000
usted all-electric range, if any (miles):	

Fuel Economy	CO2	CREE
MPG	*g/mi*	*g/mi*
20.1840	440	441
23.1860	383	384
23.3090	381	382
18.8140	472	473
18.1170	491	492
17.4590	509	510

UDDS CALCULATIONS

Cycle/Phase No.	Gasoline Consumed	CO2	Net Amp-Hours Used Per Cycle
No.	*gal*	*grams*	*Amp-hours*
1	0.3678	3266.5600	3.858
2	0.3191	2833.8170	3.688
3	0.3183	2826.6390	3.75
4	0.3937	3496.1040	0.498
5	0.4092	3639.7830	0.002
6	0.4255	3781.3610	0.084
7			

		3
		5000
Economy	**CO2**	**CREE**
MPG	*g/mi*	*g/mi*
34.5710	257	258
39.8000	223	224
33.6010	264	265
30.5800	291	292

8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			

HFET CALCULATIONS			
No.	**Consumed**	**CO2**	**Per Cycle**
No.	*gal*	*grams*	*Amp-hours*
1	0.2959	2629.2626	5.040
2	0.2572	2285.8346	4.848
3	0.3047	2708.0740	1.848
4	0.3342	2970.3737	0.01
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			



peration

Comb FE (Guide) - Conventional Fuel	City Unadj FE - Conventional Fuel	Hwy Unadj FE - Conventional Fuel	Comb Unadj FE - Conventional Fuel	City Unrd Adj FE - Conventional Fuel	Hwy Unrd Adj FE - Conventional Fuel	Comb Unrd Adj FE - Conventional Fuel
18	21.30000	27.60000	23.7383	16.3	21.8	18.3876

DC Energy Consumed	AC Energy Consumed	Cumulative Cycle Distance	City Fleet Utility Factor	City FUF x CREE	Electric Only Fuel Consumption	Total Fuel Consumption Rate (gas + electric)
W-hours	*W-hours*	*mi*	*UF*	*UF*	*gal/mi equiv*	*gal/mi equiv*
2091.036	1644.577	7.45	0.2427	107.0208	0.00657	0.0561
1973.080	1551.806	14.90	0.1832	70.3626	0.00622	0.0494
1987.500	1563.147	22.35	0.1373	52.4635	0.00625	0.0492
261.450	205.628	29.80	0.1026	48.5075	0.00082	0.0540
1.040	0.818	37.25	0.0765	37.6482	0.000003	0.0552
43.260	34.024	44.70	0.0572	29.1703	0.00014	0.0574

Consumed	Consumed	Cycle Distance	Utility Factor	CREE	Consumption	(gas + electric)
W-hours	*W-hours*	*mi*	*UF*	*UF*	*gal/mi equiv*	*gal/mi equiv*
2731.680	2164.5470	10.30	0.1232	31.8005	0.00628	0.0352
2593.680	2055.1977	20.60	0.1167	26.1753	0.00596	0.0311
979.440	776.0953	30.90	0.1054	27.9699	0.00225	0.0320
5.250	4.1600	41.20	0.0921	26.8637	0.00001	0.0327

	Charge-Depleting Operation					
Charge-Sustaining Driving Range	Units	City2 FE (Guide) - Alternative Fuel	Hwy2 Fuel FE (Guide) - Alternative Fuel	Comb2 Fuel FE (Guide) - Alternative Fuel	City2 Unadj FE - Alternative Fuel	Hwy2 Unadj FE - Alternative Fuel
268.32376	kW-hr/100 mi	21	29	24	16.8	20.5
	MPGe	15	22	18	19.17	30.47

Total Fuel Consumption (gas + electric)	FUF x Total Consumption	Adjusted Cycle Measured Distance	Adjusted Cycle Theoretical Cumulative Distance	MDIUF	MDIUF x Adjusted CO2	MDIUF x Adjusted Total Fuel Consumption
gal-equiv	*gal/mi equiv*	*miles*	*miles*	*UF*	*g/mi*	*gal-equiv*
0.4166	0.0136	5.99398	6.01	0.1757263	95.76614	0.01409
0.3652	0.0090	5.93565	11.99	0.1383336	66.04365	0.00975
0.3647	0.0068	5.95042	17.97	0.1104202	52.45313	0.00775
0.3998	0.0055	5.96915	23.97	0.0891345	52.20562	0.00687
0.4092	0.0042	5.98045	29.98	0.0721155	43.89052	0.00569
0.4265	0.0033	6.00438	36.00	0.0587504	36.99912	0.00482

(gas + electric)	Consumption	Distance	Distance	MDIUF	CO2	Consumption
gal-equiv	*gal/mi equiv*	*miles*	*miles*	*UF*	*g/mi*	*gal-equiv*
0.3601	0.0043	7.38118	7.43	0.2114744	75.32960	0.01064
0.3182	0.0036	7.36014	14.84	0.1582529	49.14852	0.00703
0.3277	0.0034	7.36838	22.25	0.1202870	44.20865	0.00550
0.3344	0.0030	7.36032	29.67	0.0923218	37.25791	0.00431

Comb2 Unadj FE - Alternative Fuel	City2 Unrd Adj FE - Alternative Fuel	Hwy2 Unrd Adj FE - Alternative Fuel	Cmb2 Unrd Adj FE - Alternative Fuel	Charge-Depleting Driving Range	City CO2 Rounded Adjusted	Hwy CO2 Rounded Adjusted
18.3	20.9	28.5	24.0	21.0	521	330
23.01	15.4	21.9	18.0			

Cycle Theoretical Cumulative Distance	MDIUF for HOV Calculation	MDIUF x Fuel Consumption
miles	*UF*	*gal/mi equiv*
7.45	0.2118876	0.01189
14.9	0.1589767	0.00785
22.35	0.1205502	0.00593
29.8	0.0923573	0.00499
37.25	0.0714659	0.00394
44.7	0.0558341	0.00321
52.15	0.0440269	

59.6	0.0350266	
67.05	0.0281049	
74.5	0.0227364	
81.95	0.0185387	
89.4	0.0152312	
96.85	0.0126063	
104.3	0.0105096	
111.75	0.0088250	
119.2	0.0074648	
126.65	0.0063621	
134.1	0.0054658	
141.55	0.0047364	
149	0.0041429	

Distance	**Calculation**	**Consumption**
miles	*UF*	*gal/mi equiv*
10.3	0.2780522	0.00979
20.6	0.1879014	0.00584
30.9	0.1295390	0.00415
41.2	0.0910246	0.00298
51.5	0.0651335	
61.8	0.0474159	
72.1	0.0350838	
82.4	0.0263611	
92.7	0.0200985	
103	0.0155403	
113.3	0.0121829	
123.6	0.0096856	
133.9	0.0078149	
144.2	0.0064083	
154.5	0.0053514	
164.8	0.0045619	
175.1	0.0039791	
185.4	0.0035569	
195.7	0.0032591	
206	0.0030555	

	Gasoline Adjusted CO2			Range	PHEV Composite MPG		
Comb CO2 Rounded Adjusted	City CO2 Rounded Adjusted	Hwy CO2 Rounded Adjusted	Comb CO2 Rounded Adjusted (as shown on FE Label)	Driving Range (rounded to nearest 10 miles)DISTANCE	City PHEV Composite MPGe	Hwy PHEV Composite MPGe	Comb PHEV Composite MPGe
435	545	408	483	290	14	21	17

PHEV Composite CO2			Charge Depleting Driving Range			Individual Utility Factors (MDIUFs)	
PHEV Composite Rounded Adjusted Combined CO2	PHEV Composite Rounded Adjusted Combined CO2	CO2-PHEV Composite Rounded Adjusted Combined CO2	City Range on Electricity (miles)	Hwy Range on Electricity (miles)	Comb Range on Electricity as shown on FE Label (miles)	City Utility Factor (MDIUF)	Hwy Utility Factor (MDIUF)
536	377	464	23.87	17.52	21.0	0.512	0.417

ility Factors (MDIUFs)	PHEV Charge Depleting Fuel Consumption		
Comb Utility Factor (MDIUF)	City (gal/100 mi)	Hwy (gal/100 mi)	Combined (gal/100 mi) as listed on blended PHEV labels
0.472	5.87	3.71	4.9

Version 15.

May 29, 2014.

Corrected table in READ ME! Worksheet for 2020 and later CAFE calculations. It indicated no use of 0.15 or DO

Columns AI and AJ, which use an adjustment factor based on the 5-cycle derived equation or 0.7 (whichever is

Cell D19 units changed to gal-e/mile (was gal/e).

Added capability to calculate the HOV lane values (used for specific state purposes).

E PEF, which was incorrect.

higher) are now used to calculate label values for Rcdc, Rcda, and AER. These values previously used 0.7 only.

Example - Charge Depleting Data for a PHEV

U.S. Environmental Protection Agency

Verify: Engine and Vehicle Compliance System

Welcome, David Good. Today is Tuesday, February 07, 2012 (ET)

VERIFY Intranet Home

Home > Light-Duty Vehicle & Truck > Search for Test Information > Test Information Search Results > Test Information Details Back Help Logout

Record Number: << < 1 > >> of 1

Search

Search Results

Test Information Details

Test Information | EPA Tab

General Information

Process Code	Correction Submission	Mfr Code	GMX - General Motors LLC
Test Number	CGMX10017746	Exhaust Evap Test Number Link	
Vehicle ID / Configuration	141DRN4804 / 1	Test Date	2011-11-04

EPA Only Fields

Dataset Status	Active	Submission Date	01/04/2012
Test Category	Charge Depleting	LOD Test Number	
EPA Dyno Number		Test 5-Cycle Category	Not 5-Cycle

Test Particulars

Test Procedure	81 - Charge Depleting UDDS	Test Fuel Type	62 - Electricity
Verify Test Lab ID		Odometer Units	M
Test Start Odometer Reading	5038	4WD Test Dyno	No
State of Charge Delta Indicator	Yes		
Fuel Batch Mfr Code		Fuel Batch ID	
Fuel Batch Calibration Number		Diesel Adjustment Factor Usage	Downward
Retest Indicator	No	Retest Reason	N/A
Verify Test Number That Was Retested		Manufacturer Confirmatory Test?	No
Original Manufacturer Verify-Test Number That Was Confirmed			

Analytically-Derived FE / CREE

Analytically Derived?	No	ADFE Base Verify Test Number	
ADFE Total Road Load Horsepower	N/A	ADFE ETW	N/A
ADFE N/V Ratio	N/A		

PHEV/Charge Depleting Test Information

Recharge Event Voltage	~~240~~	Recharge Event Energy (kiloWatt-hours)	~~13.819~~
Charge Depleting Range (Calculated miles)	56.48	Charge Depleting Range (Actual miles)	56.48
Equivalent All Electric Range (miles)	55.85	Number of Charge Depleting Bags / Phases Conducted	9
Fuel Economy Value Units	miles per gallon		

Test Results

UDDS/Highway/US06 Bag/Phase Number 1

Test Result Name	Unrounded Test	Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value
ACT-DISTANCE (Actual Distance Driven (miles))	7.439	-
AMP-HRS (Integrated Amp-hours)	3.953	-
AS-VOLT (Average System Voltage)	384.77	
CO (Carbon Monoxide)	0	
CO2 (Carbon dioxide)	0	
CREE (Carbon-Related Exhaust Emissions)	0	
END-SOC (System End State of Charge (~~Amp-Watt~~ hours)	3.953	-
FE BAG 1 (Bag 1 Fuel Economy)	0	0
FE BAG 2 (Bag 2 Fuel Economy)	0	0

Please enter Reda (calculated range to the calculated transition point in 2 places) per SAE J1711 page 47-48

Please be sure to enter units of mpg.

Please enter CARB value

Cumulative

Please enter CO_2, CREE & MFR FE in Phase 1 for the entire charge depleting test sequence (up to the transition point where the vehicle becomes charge sustaining)

Should be zero for series PHEVs, but not zero for parallel (blended) hybrids

see note on page 2

MFR FE = 33.705 (kW-hr/gal) × Charge Depleting Range (miles) / Recharge Event Energy (kW-hr)

ASTM rounded to tenths (units are MPGe)

See note on page 1 - please enter MFR FE in Phase 1 for the entire test sequence

HC-NM (Non-methane Hydrocarbon)	0	–
HC-TOTAL (Total Hydrocarbon)	0	–
METHANE (CH4 - Methane)	0	–
MFR FE (Manufacturer Fuel Economy)	137.8	137.8
NMOG (Non-methane organic gas (California))	0	–
NOX (Nitrogen Oxide)	0	–
START-SOC (System Start State of Charge Amp Watt-hours)	0	–

UDDS/Highway/US06 Bag/Phase Number 2

Please include FE Bag 1 and FE Bag 2 for all phases, where:

- FE Bag 1 = the gasoline-only fuel economy for each phase
- FE Bag 2 = 0 (needed for a business rule)

Test Result Name	Unrounded Test	Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value
ACT-DISTANCE (Actual Distance Driven (miles))	7.453	–
AMP-HRS (Integrated Amp-hours)	7.809	–
AS-VOLT (Average System Voltage)	378.24	–
CO (Carbon Monoxide)	0	–
END-SOC (System End State of Charge Amp Watt-hours)	7.809	–
FE BAG 1 (Bag 1 Fuel Economy)	0	0
FE BAG 2 (Bag 2 Fuel Economy)	0	0
HC-NM (Non-methane Hydrocarbon)	0	–
HC-TOTAL (Total Hydrocarbon)	0	–
METHANE (CH4 - Methane)	0	–
MFR FE (Manufacturer Fuel Economy)	0	0
NMOG (Non-methane organic gas (California))	0	–
NOX (Nitrogen Oxide)	0	–
START-SOC (System Start State of Charge Amp Watt-hours)	3.953	–

Note: Verify doesn't perform this calculation. Verify currently defaults to mfr's value.

UDDS/Highway/US06 Bag/Phase Number 3

cumulative

Test Result Name	Unrounded Test	Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value
ACT-DISTANCE (Actual Distance Driven (miles))	7.464	–
AMP-HRS (Integrated Amp-hours)	11.73	–
AS-VOLT (Average System Voltage)	372.04	–
CO (Carbon Monoxide)	0	–
END-SOC (System End State of Charge Amp Watt-hours)	11.73	–
FE BAG 1 (Bag 1 Fuel Economy)	0	0
FE BAG 2 (Bag 2 Fuel Economy)	0	0
HC-NM (Non-methane Hydrocarbon)	0	–
HC-TOTAL (Total Hydrocarbon)	0	–
METHANE (CH4 - Methane)	0	–
MFR FE (Manufacturer Fuel Economy)	0	0
NMOG (Non-methane organic gas (California))	0	–
NOX (Nitrogen Oxide)	0	–
START-SOC (System Start State of Charge Amp Watt-hours)	7.809	–

Should be zero for series PHEVs until the transition phase. For parallel (blended) PHEVs, please enter the emissions & FE Bag 1 data for each phase.

UDDS/Highway/US06 Bag/Phase Number 4

Cumulative

Test Result Name	Unrounded Test	Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value
ACT-DISTANCE (Actual Distance Driven (miles))	7.466	–
AMP-HRS (Integrated Amp-hours)	15.69	–
AS-VOLT (Average System Voltage)	365.29	–
CO (Carbon Monoxide)	0	–
END-SOC (System End State of Charge Amp Watt-hours)	15.69	–
FE BAG 1 (Bag 1 Fuel Economy)	0	0
FE BAG 2 (Bag 2 Fuel Economy)	0	0
HC-NM (Non-methane Hydrocarbon)	0	–
HC-TOTAL (Total Hydrocarbon)	0	–
METHANE (CH4 - Methane)	0	–
MFR FE (Manufacturer Fuel Economy)	0	0
NMOG (Non-methane organic gas (California))	0	–
NOX (Nitrogen Oxide)	0	–

START-SOC (System Start State of Charge Amp-Watt-hours)	11.73	--

UDDS/Highway/US06 Bag/Phase Number 5

Test Result Name	Unrounded Test	Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value
ACT-DISTANCE (Actual Distance Driven (miles))	7.461	--
AMP-HRS (Integrated Amp-hours)	19.71	--
AS-VOLT (Average System Voltage)	359.27	--
CO (Carbon Monoxide)	0	--
END-SOC (System End State of Charge Amp-Watt-hours)	19.71	--
FE BAG 1 (Bag 1 Fuel Economy)	0	0
FE BAG 2 (Bag 2 Fuel Economy)	0	0
HC-NM (Non-methane Hydrocarbon)	0	--
HC-TOTAL (Total Hydrocarbon)	0	--
METHANE (CH4 - Methane)	0	--
MFR FE (Manufacturer Fuel Economy)	0	0
NMOG (Non-methane organic gas (California))	0	--
NOX (Nitrogen Oxide)	0	--
START-SOC (System Start State of Charge Amp-Watt-hours)	15.69	--

Cumulative

UDDS/Highway/US06 Bag/Phase Number 6

Test Result Name	Unrounded Test	Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value
ACT-DISTANCE (Actual Distance Driven (miles))	7.455	--
AMP-HRS (Integrated Amp-hours)	23.8	--
AS-VOLT (Average System Voltage)	353.28	--
CO (Carbon Monoxide)	0	--
END-SOC (System End State of Charge Amp-Watt-hours)	23.8	--
FE BAG 1 (Bag 1 Fuel Economy)	0	0
FE BAG 2 (Bag 2 Fuel Economy)	0	0
HC-NM (Non-methane Hydrocarbon)	0	--
HC-TOTAL (Total Hydrocarbon)	0	--
METHANE (CH4 - Methane)	0	--
MFR FE (Manufacturer Fuel Economy)	0	0
NMOG (Non-methane organic gas (California))	0	--
NOX (Nitrogen Oxide)	0	--
START-SOC (System Start State of Charge Amp-Watt-hours)	19.71	--

Cumulative

UDDS/Highway/US06 Bag/Phase Number 7

Test Result Name	Unrounded Test	Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value
ACT-DISTANCE (Actual Distance Driven (miles))	7.452	--
AMP-HRS (Integrated Amp-hours)	27.92	--
AS-VOLT (Average System Voltage)	347.83	--
CO (Carbon Monoxide)	0	--
END-SOC (System End State of Charge Amp-Watt-hours)	27.92	--
FE BAG 1 (Bag 1 Fuel Economy)	0	0
FE BAG 2 (Bag 2 Fuel Economy)	0	0
HC-NM (Non-methane Hydrocarbon)	0	--
HC-TOTAL (Total Hydrocarbon)	0	--
METHANE (CH4 - Methane)	0	--
MFR FE (Manufacturer Fuel Economy)	0	0
NMOG (Non-methane organic gas (California))	0	--
NOX (Nitrogen Oxide)	0	--
START-SOC (System Start State of Charge Amp-Watt-hours)	23.8	--

Cumulative

UDDS/Highway/US06 Bag/Phase Number 8

Test Result Name	Unrounded Test	Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value

VW FOIA, EPA 06/20/2017 2017-FFP_015155

Cumulative

ACT-DISTANCE (Actual Distance Driven (miles))	7.458	--
AMP-HRS (Integrated Amp-hours)	30.29	--
AS-VOLT (Average System Voltage)	343.39	--
CO (Carbon Monoxide)	0.644	--
END-SOC (System End State of Charge Amp-Watt-hours)	30.29	--
FE BAG 1 (Bag 1 Fuel Economy)	96.4	96.4
FE BAG 2 (Bag 2 Fuel Economy)	0	0
HC-NM (Non-methane Hydrocarbon)	0.009	--
HC-TOTAL (Total Hydrocarbon)	0.012	--
METHANE (CH4 - Methane)	0.003	--
MFR FE (Manufacturer Fuel Economy)	0	0
NMOG (Non-methane organic gas (California))	0.0094	--
NOX (Nitrogen Oxide)	0.013	--
START-SOC (System Start State of Charge Amp-Watt-hours)	27.92	--

UDDS/Highway/US06 Bag/Phase Number 9

Cumulative

Test Result Name	Unrounded Test	Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value
ACT-DISTANCE (Actual Distance Driven (miles))	7.454	--
AMP-HRS (Integrated Amp-hours)	30.36	--
AS-VOLT (Average System Voltage)	341.28	--
CO (Carbon Monoxide)	1.001	--
END-SOC (System End State of Charge Amp-Watt-hours)	30.36	--
FE BAG 1 (Bag 1 Fuel Economy)	51	51
FE BAG 2 (Bag 2 Fuel Economy)	0	0
HC-NM (Non-methane Hydrocarbon)	0.004	--
HC-TOTAL (Total Hydrocarbon)	0.007	--
METHANE (CH4 - Methane)	0.003	--
MFR FE (Manufacturer Fuel Economy)	0	0
NMOG (Non-methane organic gas (California))	0.0042	--
NOX (Nitrogen Oxide)	0.016	--
START-SOC (System Start State of Charge Amp-Watt-hours)	30.2	--

Verify-Calculated Fields

System Miles 5038

Fuel Economy

Unrounded Unadjusted Fuel Economy	--	**Rounded Unadjusted Fuel Economy**	--
Unrounded Adjusted Fuel Economy	--	**Rounded Adjusted Fuel Economy**	--

CREE / OPT-CREE

Unrounded Unadjusted CREE	--	**Rounded Unadjusted CREE**	--
Unrounded Adjusted CREE	--	**Rounded Adjusted CREE**	--
Unrounded Unadjusted OPT-CREE	--	**Rounded Unadjusted OPT-CREE**	--
Unrounded Adjusted OPT-CREE	--	**Rounded Adjusted OPT-CREE**	--

Manufacturer Test Comments

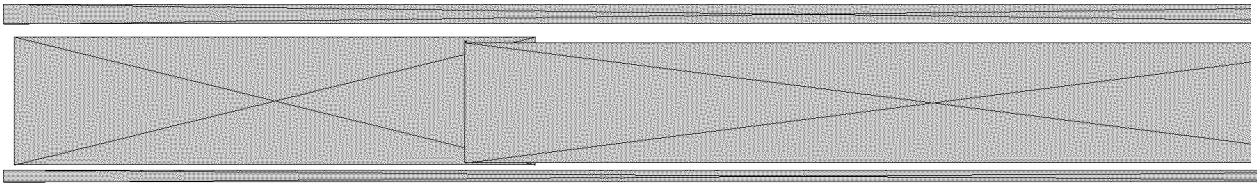
150K CD EMIS TEST

View Related Confirmatory Test Decision Information

VW FOIA, EPA 06/20/2017 2017-FFP_015156

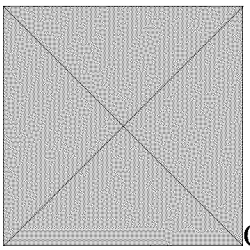
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From: Motor Magazine
Sent: Mon 9/8/2014 1:50:42 PM
Subject: MOTOR Vehicle Data Newsletter

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A MOTOR Magazine Newsletter •
September 8, 2014

IN-DEPTH: **VEHICLE DATA**

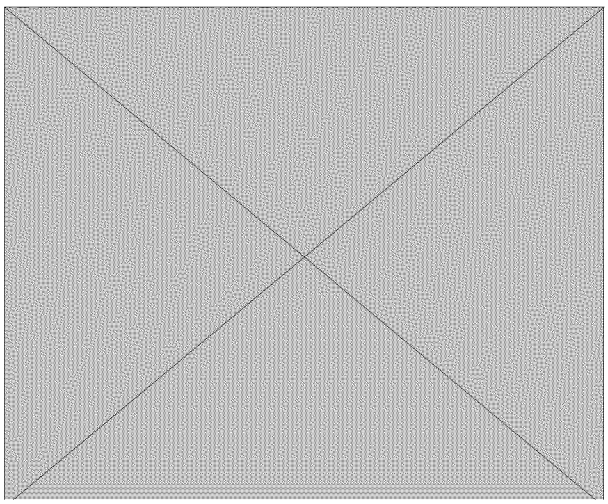


Op-Ed: Who Owns the Data?

Ford and GM Sued Over CD-Ripping Technology; Is This Just the Beginning?

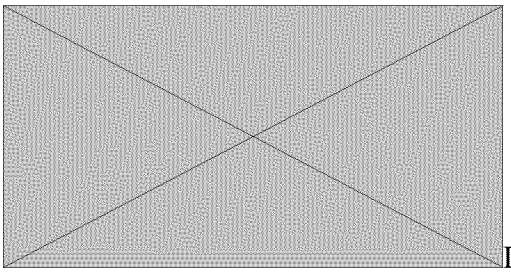
Editorial By Charlie Gorman, Executive Manager, Equipment and Tool Institute

I have been saying for quite some time now that the different kinds of data found in today's automobiles need to be defined, placed into categories and then applied or mapped to various applications or use cases. I say this because it is the only way we will be able to properly define data ownership — a key component in the current telematics debate. The car companies say that the data is theirs, while others say it belongs to the motorist. But it isn't that simple because when one side hears the word "data" they think of something different than when the other side hears it. If different sides hear something different when a word is used in an argument or debate, the chances of securing a common understanding or compromise becomes very difficult to achieve ... **More >>>**



MOTOR'S **MULTIMEDIA MOMENT**

What Enables Automated Driving?



Do you know wh
key technologies enable automated driving? Watch Bosc
expert Shilpa Gulati explain what the Bosch Research ar
Technology Center in Palo Alto, California does, and
what connected transportation of tomorrow will look lik
(Video — Robert Bosch LLC)

SERVICE **SLANTS**

Some 2009 Kia Borrego SUVs *may turn on the MIL and log DTC P2135 in computer memory* ... ***More >>>***

Some Nissan 2003-08 cars and light trucks *"Auto Up" power window function may not work properly* ... ***More >>>***

Climate control systems on some 2001 Volvo S40 and V40 models *may operate sporadically, if at all* ... ***More >>>***

Some 2004-08 Mercedes-Benz cars and light trucks *with may leak oil from the rear of the engine* ... ***More >>>***

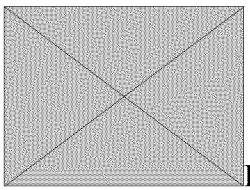
Some owners of 2010 Ford Expeditions, Ford F-150s and Lincoln Navigators *may complain that their a/c system isn't producing cold air* ... ***More >>>***

Nissan reports some of its 2004-11 minivans and light trucks *may produce little or no airflow from HVAC vents when the blower motor is set at Low speed.* ... ***More >>>***

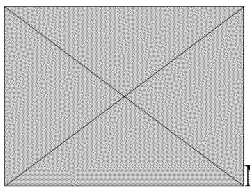
Some 2010-12 MAZDA3 models *may emit a creaking noise from the rear suspension when going over bumps or while turning at fairly slow speeds (6 to 12 mph)* ... ***More >>>***

Some owners of 2006 Ford Escape or Mercury Mariner compact SUVs *may come into your shop with a complaint of a coolant leak from underneath the front of the truck* ... ***More >>>***

RELATED PRODUCTS

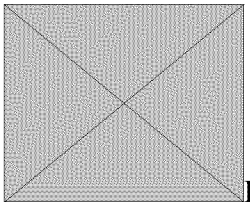


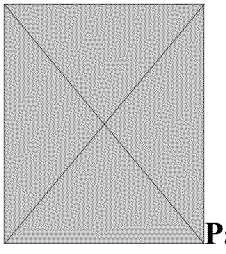
Hose Assembly Crimper
The new GC32TSi crimper includes all

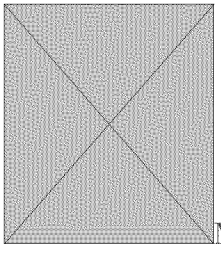


MAF and VVT Videos
The manufacturer's technical services

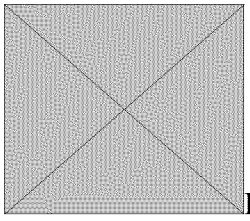
the necessary tools and information onboard to allow technicians to make professional crimp factory-quality hose assemblies. Click here to watch a video overview or visit … **Gates Corp.**

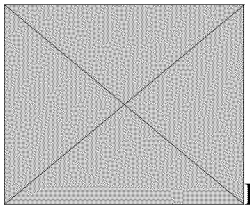

Replacement Parts App
Simply scan the VIN or enter the license plate digits into your mobile device to look up replacement parts quickly. Click here to watch an overview or visit… **Dayco Products**

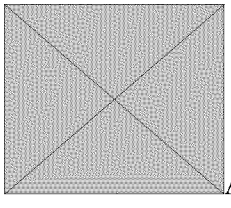

Parts Mobile App
Version 1.0 of the SMP Parts Mobile App, for both Android and Apple devices, is now available for download at the Google Play Store and Apple App Store ... Standard Motor Products Inc.


Mobile Website
The manufacturer has launched its new website, dekacatalog.com, which is a new mobile version of its online application guide … East Penn Manufacturing

team has released two in-depth video case studies covering mass air flow and variable valve timing diagnostics, in both English and Spanish … **Wells Vehicle Electronics**


Hybrid Vehicle Batteries
The supplier says refurbished hybrid batteries for select GM hybrid vehicles are now available Parts No. 19119108), developed and validated in conjunction with GM engineers … **ACDelco**


Horns and More
The manufacturer has released 41 new part numbers in its braking, alternator, starter and horn product lines, which cover close to 3 million additional vehicles on the road ... **Robert Bosch LLC**


Anti-Counterfeiting
New measures to prevent piracy and protect customers from buying counterfeit Xenon lighting products announced … **Philips Automotive**

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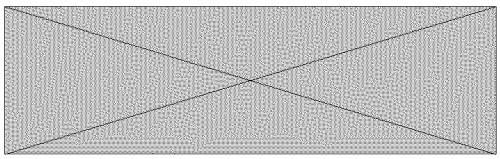
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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Mon 9/8/2014 7:43:15 PM
Subject: P.M. NEWSCAST: Bill Ford's 'nimble' tech goal | Jag's compact XE sedan | VW dismisses fuel cell cars | 7-year car loan concerns

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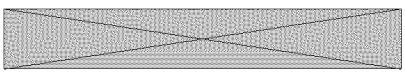
September 8, 201



Ford's nimble tech goal »

Jag debuts compact XE »

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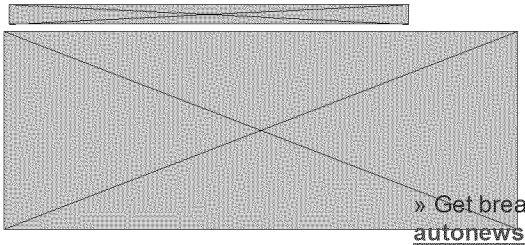
Automotive News is located at **1155 Gratiot Ave., Detroit, Michigan, 48207**

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Mon 9/8/2014 8:10:29 PM
Subject: DAILY: Bill Ford touts automakers working with tech startups | Ferrari chief near exit after clash with Marchionne | Auto manufacturing guru Jim Harbour dies at 86

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September 8, 2014



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TOP NEWS

Bill Ford touts automakers working with small tech startups

UPDATED: 9/8/14 11:34 am ET - adds coverage

10:54 am U.S. ET | Sep 8

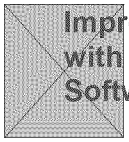
As the world evolves toward a radically altered transportation network with autonomous cars, ride-sharing services and electrified vehicles, traditional automakers need to work with small startup companies that provide new technologies, Ford Executive Chairman Bill Ford said. ... » READ

Ferrari chief near exit after clash with Marchionne, report says

11:44 am U.S. ET | Sep 8

Ferrari Chairman Luca Cordero di Montezemolo is close to leaving the super-car maker because of a clash over strategy with the brand's parent Fiat and CEO Sergio Marchionne, people familiar with the matter told Bloomberg. ... » READ

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James Harbour, a pioneer in manufacturing efficiency, dies at 86

UPDATED: 9/8/14 1:07 pm ET -- new story
4:16 pm U.S. ET | Sep 7

Automotive industry veteran James Harbour, who developed unprecedented ways to analyze and improve manufacturing productivity, died Saturday at the age of 86. ... » READ

Aluminum Jaguar XE marks return to compact luxury segment

3:15 pm U.S. ET | Sep 8

Jaguar is re-entering the cutthroat compact luxury segment with the XE -- complete with new engines, new technology and a new modular aluminum-based architecture. ... » READ

THE BETTY WHITE OF CROSSOVERS
GM's aging Equinox and Terrain show staying power

12:01 am U.S. ET | Sep 6

The current-generation Chevrolet Equinox and sibling GMC Terrain, now entering their sixth year, would normally be prepped for reconstructive surgery by now under a typical product development cycle. ... » READ

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Chrysler Group's hot streak putting heat on competition

Next MX-5 Miata will help Mazda define itself

GM plans to launch Cadillac CTS with vehicle-to-vehicle tech in 2 years

UPDATED: 9/7/14 5:47 pm ET - adds link

5:15 pm U.S. ET | Sep 7

Delphi lands GM for vehicle-to-vehicle warning system

UPDATED: 9/8/14 3:10 pm ET - adds GM as customer

5:19 pm U.S. ET | Sep 5

Hertz CEO Frissora steps down amid shareholder pressure

9:17 am U.S. ET | Sep 8

Verizon to launch app for car

UPCOMING EVENTS

» Sept. 23 - NY Marketing Seminar

» Oct. 15 - Best Dealerships To Work For

» Nov. 13-14 - Automobilwoche Kongress

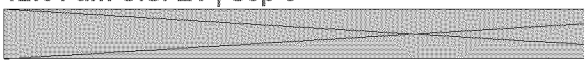
» January 13-14 - Automotive News World Congress

» January 22 - Automotive News Retail Forum

UPCOMING WEBINARS

» Sept. 18 - Social Media

sharing, rentals
12:01 am U.S. ET | Sep 8



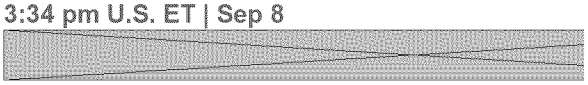
Musk anticipates another Tesla-Toyota project in 2-3 years
6:30 am U.S. ET | Sep 8



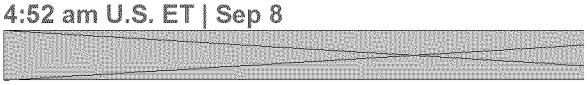
Texas governor says lower tax, regulatory hurdles lure companies such as Toyota, Tesla
7:37 am U.S. ET | Sep 8



Wholesale used prices down for 4th straight month, Manheim Index shows
3:34 pm U.S. ET | Sep 8



VW says fuel cell cars will struggle beyond Japan
4:52 am U.S. ET | Sep 8



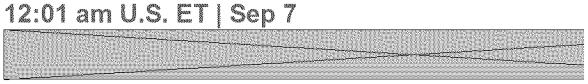
Mazda splurges on MX-5 Miata debut and celebration
7:47 am U.S. ET | Sep 6



MV-1 wheelchair-access vehicle now available at 107 dealerships
3:42 pm U.S. ET | Sep 8



Zagato wants to create new classics
12:01 am U.S. ET | Sep 7

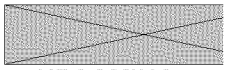


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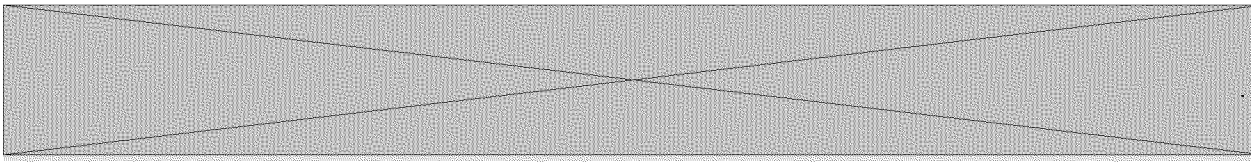
» Sept. 23 - Asset Maintenance

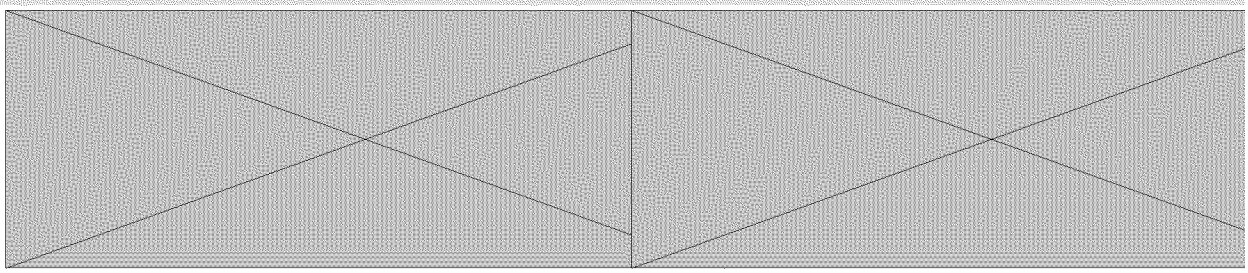
by IBM



UPCOMING WEBINARS

» Sept. 17 - 6 Ways to Ruin Your Credibility





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To: Ex. 7 @vw.com]
Cc: Ex. 7 @vw.com]; Ex. 7
Ex. 7
Ex. 7 @vw.com]
From: Snyder, Jim
Sent: Mon 9/8/2014 9:18:28 PM
Subject: RE: VW Grouop - e-Golf Testing

For the week of the Technology Showcase, the lab plans to do normal testing Tuesday and Wednesday but Thursday won't run much if at all. So its possible that it could get tested that week though it may not complete that week. I will send the lab an official note saying that you'd like to test that week but nothing is guaranteed until an official waiver request is submitted and scheduled.

I no luck with the other questions yet. Will pursue Conditional and Engineer/hunting season questions tomorrow.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Ex. 7 @vw.com]
Sent: Friday, September 05, 2014 2:56 PM
To: Snyder, Jim
Cc: Ex. 7
Subject: VW Grouop - e-Golf Testing

Hello Jim,

This is a follow up on the status of testing for our e-Golf (BEV) which we had discussed earlier this summer.

We are now expecting manufacturer test results in the next few weeks, at which time we will also prepare the application paperwork. It has been our understanding (based on previous communications) that EPA intends to call this vehicle in for confirmatory testing. Could you confirm that this is still the case?

Assuming yes, we would like to request that the testing occur the week of October 6th if available. We understand that EPA cannot make a fixed schedule prior to supplemental data submission, however if you could let us know of current lab availability at that time , and let the lab know of our intentions, it would be appreciated.

Regards,

Mike

Ex. 7

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: Ex. 7

Fax:

mailto:

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Thomas, Richard (EEO)[Richard.Thomas@vw.com]; Ex. 7 (EEO)[Ex. 7]
From: Giles, Michael (EEO)
Sent: Tue 9/9/2014 2:07:04 PM
Subject: RE: VW Group - Ex. 4 - CBI

Hello Jim,

Thanks for the information. We have some feedback and further questions for the Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI

4 Test timing: VW plans to deliver the vehicle on Friday 10/3 or early Monday 10/6.

- Is it possible to begin testing on Monday 10/6?
- Is it possible to continue testing Friday 10/10?

Regards,

Mike,

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Monday, September 08, 2014 5:18 PM
To: Giles, Michael (EEO)
Cc: Rodgers, William (EEO); Allen, Gregory (EEO); Thomas, Richard (EEO); Ex. 7
Subject: RE: VW Grouop - Ex. 4 - CBI

For the week of the Technology Showcase, the lab plans to do normal testing Tuesday and Wednesday but Thursday won't run much if at all. So its possible that it could get tested that week though it may not complete that week. I will send the lab an official note saying that you'd like to test that week but nothing is guaranteed until an official waiver request is submitted and scheduled.

I no luck with the other questions yet. Will pursue Ex. 4 - CBI questions tomorrow.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Giles, Michael (EEO) [mailto:michael.giles@vw.com]
Sent: Friday, September 05, 2014 2:56 PM
To: Snyder, Jim
Cc: Rodgers, William (EEO); Allen, Gregory (EEO); Thomas, Richard (EEO); Ex. 7)
Subject: VW Grouop - Ex. 4 - CBI

Hello Jim,

This is a follow up on the status of testing for our Ex. 4 - CBI which we had discussed earlier this summer.

Ex. 4 - CBI

Assuming yes, we would like to request that the testing occur the week of October 6th if available. We understand that EPA cannot make a fixed schedule prior to supplemental data submission, however if you could let us know of current lab availability at that time , and let the lab know of our intentions, it would be appreciated.

Regards,

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com];
Ex. 7
From: Rodgers, William (EEO)
Sent: Tue 9/9/2014 2:32:13 PM
Subject: VW Ex. 4 - CBI

Hello Jim,

We have uploaded to the Verify system a request for EPA approval relating to Ex. 4 - CBI
Ex. 4 - CBI Please review and approve Ex. 4 - CBI at your earliest convenience.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: richard.thomas@vw.com[richard.thomas@vw.com]
From: Good, David
Sent: Tue 9/9/2014 4:28:23 PM
Subject: 2015 FE Guide
VW_Group_2015 FEGuide-all rel dates-no-sales-8-28-2014.xlsx

Richard,

Attached is the data I sent to DOE on 8/29/2014 for the 2015 Printed Guide.

I guess there was one error in the Jetta Hybrid (which I corrected). Please revise Verify when you get a chance.

Thanks

Dave

EPA comm	VERIFY cc	Model Yr (Mfr Name	Division (t	Carline	Verify Mfr	Index (Mo	Eng Displ	# Cyl	
		2015 Volkswagen	Audi	A3	VGA	7	1.8	4	
Diesel;		2015 Volkswagen	Audi	A3	VGA	101	2.0	4	
		2015 Volkswagen	Audi	A3 Cabriolet	VGA	6	1.8	4	
		2015 Volkswagen	Audi	A3 Cabriolet quattro	VGA	5	2.0	4	
		2015 Volkswagen	Audi	A3 quattro	VGA	4	2.0	4	
		2015 Volkswagen	Audi	A4	VGA	46	2.0	4	
Relabeled.	Please include in	2015 Volkswagen	Audi	A4 quattro	VGA	64	2.0	4	if not already pro
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Relabeled.	Please include in	2015 Volkswagen	Audi	A5 Cabriolet quattro	VGA	66	2.0	4	if not already pro
Relabeled.	Please include in	2015 Volkswagen	Audi	A5 quattro	VGA	65	2.0	4	if not already pro
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		2015 Volkswagen	Audi	A6	VGA	47	2.0	4	
		2015 Volkswagen	Audi	A6 quattro	VGA	48	2.0	4	
		2015 Volkswagen	Audi	A6 quattro	VGA	72	3.0	6	
Diesel;		2015 Volkswagen	Audi	A6 quattro	VGA	17	3.0	6	
		2015 Volkswagen	Audi	A7 quattro	VGA	71	3.0	6	
Diesel;		2015 Volkswagen	Audi	A7 quattro	VGA	18	3.0	6	
		2015 Volkswagen	Audi	A8	VGA	40	3.0	6	
		2015 Volkswagen	Audi	A8	VGA	11	4.0	8	
Diesel;		2015 Volkswagen	Audi	A8L	VGA	15	3.0	6	
		2015 Volkswagen	Audi	A8L	VGA	41	3.0	6	
		2015 Volkswagen	Audi	A8L	VGA	10	4.0	8	
		2015 Volkswagen	Audi	A8L	VGA	14	6.3	12	
		2015 Volkswagen	Audi	allroad quattro	VGA	68	2.0	4	
		2015 Volkswagen	Audi	Q3	VGA	62	2.0	4	
		2015 Volkswagen	Audi	Q3 quattro	VGA	37	2.0	4	
		2015 Volkswagen	Audi	Q5	VGA	67	2.0	4	
		2015 Volkswagen	Audi	Q5	VGA	70	3.0	6	
Diesel;		2015 Volkswagen	Audi	Q5	VGA	16	3.0	6	
Hybrid;		2015 Volkswagen	Audi	Q5 Hybrid	VGA	63	2.0	4	
Diesel;		2015 Volkswagen	Audi	Q7	VGA	12	3.0	6	
		2015 Volkswagen	Audi	Q7	VGA	51	3.0	6	
		2015 Volkswagen	Audi	R8	VGA	27	4.2	8	
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		2015 Volkswagen	Audi	R8	VGA	35	5.2	10	
		2015 Volkswagen	Audi	R8	VGA	33	5.2	10	
		2015 Volkswagen	Audi	R8 Spyder	VGA	26	4.2	8	
		2015 Volkswagen	Audi	R8 Spyder	VGA	28	4.2	8	
		2015 Volkswagen	Audi	R8 Spyder	VGA	34	5.2	10	
		2015 Volkswagen	Audi	R8 Spyder	VGA	32	5.2	10	
		2015 Volkswagen	Audi	RS5	VGA	30	4.2	8	
		2015 Volkswagen	Audi	RS5 Cabriolet	VGA	31	4.2	8	
Relabeled.	Please include in	2015 Volkswagen	Audi	TT	VGA	21	2.0	4	if not already pro
		2015 Volkswagen	Audi	S3	VGA	42	2.0	4	
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		2015 Volkswagen	Audi	S5 Cabriolet	VGA	75	3.0	6	
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		2015 Volkswagen	Audi	S7	VGA	19	4.0	8	
		2015 Volkswagen	Audi	S8	VGA	9	4.0	8	

	2015	Volkswagen Group of	SQ5	VGA	69	3.0	6	
	2015	Volkswagen Group of	TT Coupe quattro	VGA	2	2.0	4	
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	2015	Volkswagen Group of	Continental GT	VGA	24	4.0	8	
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	2015	Volkswagen Group of	Continental GT Convertible	VGA	45	6.0	12	
	2015	Volkswagen Group of	Flying Spur	VGA	23	4.0	8	
	2015	Volkswagen Group of	Flying Spur	VGA	44	6.0	12	
	2015	Volkswagen Group of	Mulsanne	VGA	61	6.8	8	
	2015	Volkswagen Group of	Veyron	VGA	60	8.0	16	
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	2015	Volkswagen Group of	Aventador Roadster	VGA	53	6.5	12	
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	2015	Volkswagen Lamborghini	Veneno Roadster	VGA	54	6.5	12	
	2015	Volkswagen Volkswagen	Beetle	VGA	79	1.8	4	
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	2015	Volkswagen Volkswagen	Beetle	VGA	83	2.0	4	
Diesel;	2015	Volkswagen Volkswagen	Beetle	VGA	91	2.0	4	
	2015	Volkswagen Volkswagen	Beetle Convertible	VGA	80	1.8	4	
	2015	Volkswagen Volkswagen	Beetle Convertible	VGA	82	2.0	4	
Diesel;	2015	Volkswagen Volkswagen	Beetle Convertible	VGA	96	2.0	4	
	2015	Volkswagen Volkswagen	Beetle Convertible	VGA	84	2.0	4	
Diesel;	2015	Volkswagen Volkswagen	Beetle Convertible	VGA	92	2.0	4	
	2015	Volkswagen Volkswagen	CC	VGA	58	2.0	4	
	2015	Volkswagen Volkswagen	CC	VGA	59	2.0	6	
	2015	Volkswagen Volkswagen	CC 4Motion	VGA	56	3.6	4	
	2015	Volkswagen Volkswagen	Eos	VGA	36	2.0	4	
	2015	Volkswagen Volkswagen	Golf	VGA	103	1.8	4	
	2015	Volkswagen Volkswagen	Golf	VGA	85	1.8	4	
Diesel;	2015	Volkswagen Volkswagen	Golf	VGA	100	2.0	4	
Diesel; Relabeled. Please include in Volkswagen Golf field the reason and regulations for relabeling (if not alrea	2015	Volkswagen Volkswagen	Golf	VGA	104	2.0	4	
	2015	Volkswagen Volkswagen	GTI	VGA	1	2.0	4	
	2015	Volkswagen Volkswagen	GTI	VGA	8	2.0	4	
	2015	Volkswagen Volkswagen	Jetta	VGA	98	1.8	4	
	2015	Volkswagen Volkswagen	Jetta	VGA	97	1.8	4	
	2015	Volkswagen Volkswagen	Jetta	VGA	93	2.0	4	
Diesel;	2015	Volkswagen Volkswagen	Jetta	VGA	102	2.0	4	
	2015	Volkswagen Volkswagen	Jetta	VGA	99	2.0	4	
	2015	Volkswagen Volkswagen	Jetta	VGA	86	2.0	4	
Diesel;	2015	Volkswagen Volkswagen	Jetta	VGA	105	2.0	4	
	2015	Volkswagen Volkswagen	Jetta	VGA	94	2.0	4	
Hybrid; OKY	2015	Volkswagen Volkswagen	Jetta Hybrid	VGA	107	1.4	4	
	2015	Volkswagen Volkswagen	Passat	VGA	90	1.8	4	
	2015	Volkswagen Volkswagen	Passat	VGA	88	1.8	4	
Diesel;	2015	Volkswagen Volkswagen	Passat	VGA	89	2.0	4	
Diesel;	2015	Volkswagen Volkswagen	Passat	VGA	87	2.0	4	
	2015	Volkswagen Volkswagen	Passat	VGA	55	3.6	6	
	2015	Volkswagen Volkswagen	Tiguan	VGA	39	2.0	4	
	2015	Volkswagen Volkswagen	Tiguan 4Motion	VGA	38	2.0	4	
Diesel;	2015	Volkswagen Volkswagen	Touareg	VGA	13	3.0	6	
	2015	Volkswagen Volkswagen	Touareg	VGA	57	3.6	6	
Hybrid;	2015	Volkswagen Volkswagen	Touareg Hybrid	VGA	106	3.0	6	

Transmiss	City FE (G	Hwy FE (C	Comb FE	Low'd City	Low'd HW	Low'd Cor	City Unad	Hwy Unad	Comb Una
Auto(AM-S6)	23	33	27				28.9000	46.6000	34.8580
Auto(AM-S6)	31	43	36				41.0359	61.6186	48.2955
Auto(AM-S6)	24	35	28				30.5000	47.0000	36.2224
Auto(AM-S6)	23	32	26				29.0000	44.2000	34.3094
Auto(AM-S6)	24	33	27				30.0000	44.6000	35.1828
Auto(AV-S8)	24	32	27				30.3000	44.6000	35.4089
Auto(S8)	21	30	25				27.1000	42.0000	32.3011
Manual(M6)	22	32	26				27.5555	43.9180	33.1059
Auto(S8)	21	29	24				26.4000	41.0000	31.4877
Auto(S8)	21	30	25				27.1000	42.0000	32.3011
Manual(M6)	22	32	26				27.5555	43.9180	33.1059
Auto(AV-S8)	25	33	28				31.4000	46.9000	36.8857
Auto(S8)	20	29	23				24.8000	40.5000	30.0404
Auto(S8)	18	27	22				23.1369	38.1000	28.1037
Auto(S8)	24	38	29				30.6987	52.4000	37.7304
Auto(S8)	18	28	21				23.0447	37.6000	27.9059
Auto(S8)	24	38	29				30.6987	52.4000	37.7304
Auto(S8)	19	29	22				23.5657	39.6000	28.8162
Auto(S8)	18	30	22				22.5929	39.4000	27.9601
Auto(S8)	24	36	28				29.9399	51.4000	36.8664
Auto(S8)	19	29	22				23.5657	39.6000	28.8162
Auto(S8)	18	29	22				22.2780	39.1000	27.6266
Auto(S8)	14	22	17				17.2000	28.6000	20.9595
Auto(S8)	21	28	24				26.7000	39.2000	31.1732
Auto(S6)	20	29	23				24.8499	40.0000	29.9555
Auto(S6)	20	28	23				24.8000	38.5000	29.5284
Auto(S8)	20	28	23				24.8000	38.6000	29.5548
Auto(S8)	18	26	21				22.8446	35.5000	27.2096
Auto(S8)	24	31	27				29.1832	43.5000	34.2568
Auto(S8)	24	30	26				30.4000	39.9000	34.0480
Auto(S8)	19	28	22				22.8000	39.1000	28.0649
Auto(S8)	16	22	18				19.4000	30.0000	23.0678
Auto(AM-S7)	14	23	17				16.4549	29.7195	20.5904
Manual(M6)	11	20	14				13.6544	24.3877	17.0265
Auto(AM-S7)	13	22	16				15.4000	28.8067	19.4796
Manual(M6)	12	19	14				13.7000	23.4475	16.8527
Auto(AM-S7)	14	23	17				16.4549	29.7195	20.5904
Manual(M6)	11	20	14				13.6544	24.3877	17.0265
Auto(AM-S7)	13	22	16				15.4000	28.8067	19.4796
Manual(M6)	12	19	14				13.7000	23.4475	16.8527
Auto(AM-S7)	16	23	18				19.1000	30.0000	22.8332
Auto(AM-S7)	16	22	18				19.2000	28.9000	22.6159
Auto(S8)	15	25	18				17.8763	33.1797	22.5584
Auto(AM-S6)	23	31	26				28.5000	41.5000	33.1767
Auto(AM-S7)	18	28	21				22.4000	35.8000	26.9372
Manual(M6)	17	26	20				20.0000	33.4000	24.4063
Auto(AM-S7)	18	28	21				22.4000	35.8000	26.9372
Manual(M6)	17	26	20				20.0000	33.4000	24.4063
Auto(AM-S7)	18	26	21				22.1000	34.7000	26.4165
Auto(AM-S7)	17	27	20				20.7366	35.2072	25.4423
Auto(AM-S7)	17	27	20				20.7366	35.2072	25.4423
Auto(S8)	17	27	20				19.9000	36.4000	24.9995

Added, §600.314-08 states label values must not change for entire model year, except for 600.507(a) and 600.314-0
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Auto(S8)	17	24	19	20.8000	32.9000	24.9252
Auto(AM-S6)	22	31	26	28.3669	42.1911	33.2728
Auto(AM-S6)	22	31	26	28.3669	42.1911	33.2728
Auto(S8)	15	25	19	19.1000	33.5000	23.6806
Auto(S8)	12	21	15	15.4000	28.3000	19.3741
Auto(S8)	14	24	17	17.3000	31.8000	21.7662
Auto(S8)	12	20	15	14.4000	26.7000	18.1658
Auto(S8)	14	24	17	17.3000	31.8000	21.7662
Auto(S8)	12	20	15	14.4000	26.7000	18.1658
Auto(S8)	11	18	13	12.9000	21.8000	15.8033
Auto(AM-S7)	8	15	10	10.0000	17.9000	12.4782
Auto(AM-S7)	11	18	13	12.6000	25.2000	16.2581
Auto(AM-S7)	10	16	12	11.5000	21.2000	14.4817
Auto(AM-S7)	14	20	16	16.8000	25.5000	19.8471
Auto(AM-S	11	17	13	12.5000	22.7000	15.6681
Auto(S6)	25	33	28	31.8064	46.0926	36.9616
Manual(M5)	24	33	27	30.3689	46.0618	35.8679
Auto(AM-S6)	24	30	26	29.1689	42.3558	33.9213
Auto(AM-S6)	31	41	34	40.2000	57.8000	46.5830
Manual(M6)	23	31	26	27.7589	43.4112	33.1352
Manual(M6)	31	41	34	40.0000	57.8000	46.4350
Auto(S6)	24	32	27	30.6903	45.4713	35.9488
Auto(AM-S6)	23	29	25	28.8902	40.8000	33.2591
Auto(AM-S6)	30	40	34	39.7000	56.5000	45.8327
Manual(M6)	23	31	26	27.7589	43.4112	33.1352
Manual(M6)	30	40	34	38.7000	57.2000	45.2919
Auto(AM-S6)	22	31	25	26.9290	42.1849	32.1632
Manual(M6)	21	32	25	25.6435	43.4548	31.4431
Auto(S6)	17	25	20	20.5000	33.5000	24.8373
Auto(AM-S6)	22	30	25	27.5000	41.5000	32.4219
Auto(S6)	25	36	29	32.5000	51.1000	38.8661
Manual(M5)	25	37	30	32.6000	52.5000	39.3042
Auto(AM-S6)	31	43	36	41.0359	61.6186	48.2955
Manual(M6)	30	45	36	39.9000	64.5000	48.7608
Auto(AM-S6)	25	33	28	30.7000	45.3000	35.9078
Manual(M6)	25	34	28	30.0000	46.4000	35.6740
Auto(S6)	25	37	30	32.7401	52.6000	39.4414
Manual(M5)	25	37	29	32.3787	52.4790	39.1216
Auto(AM-S6)	24	32	27	29.5595	44.4600	34.8093
Auto(AM-S6)	31	45	36	41.3000	64.1000	49.1703
Auto(S6)	23	34	26	28.7000	47.5000	34.9193
Manual(M5)	25	34	28	29.3000	49.6000	35.9145
Manual(M6)	31	46	36	40.2000	65.6000	48.6823
Manual(M6)	23	33	26	28.2801	45.1600	33.9987
Auto(AM-S	42	48	45	57.5000	65.3000	60.7663
Auto(S6)	24	36	28	31.2000	50.5769	37.6995
Manual(M5)	24	35	28	30.9734	49.8831	37.3437
Auto(AM-S6)	30	42	34	38.7000	59.9000	46.0312
Manual(M6)	30	44	35	39.0000	62.4000	46.9173
Auto(AM-S6)	20	28	23	23.9000	37.3000	28.5088
Auto(S6)	21	26	23	25.9873	36.0386	29.7169
Auto(S6)	20	26	23	25.7711	36.0238	29.5565
Auto(S8)	20	29	23	24.1000	41.0000	29.5883
Auto(S8)	17	23	19	21.3000	31.6000	24.9612
Auto(S8)	20	24	21	25.1000	33.1000	28.1631

unprovided). [600.314-08 states label values must not change for entire model year, except for 600.507(a) and 600

City Unrd	Hwy Unrd	Comb Unr	Guzzler?	Air Aspir I	Air Aspira	Trans	Trans Des	Trans, Otl	# Gears	
23.4556	33.3421	27.0673		TC	Turbocharged	AMS	Automated Manual- Selectable		6	(e.g. Au
31.1996	43.0359	35.6064		TC	Turbocharged	AMS	Automated Manual- Selectable		6	(e.g. Au
24.3444	34.5845	28.0867		TC	Turbocharged	AMS	Automated Manual- Selectable		6	(e.g. Au
23.3120	31.5429	26.4136		TC	Turbocharged	AMS	Automated Manual- Selectable		6	(e.g. Au
24.0818	32.6198	27.2970		TC	Turbocharged	AMS	Automated Manual- Selectable		6	(e.g. Au
23.6858	31.6788	26.7189		TC	Turbocharged	SCV	Selectable Continuously Variable		8	(e.g. C
21.3584	30.0427	24.5522		TC	Turbocharged	SA	Semi-Automatic		8	
22.1972	32.0693	25.7665		TC	Turbocharged	M	Manual		6	
20.8442	29.2228	23.9319		TC	Turbocharged	SA	Semi-Automatic		8	
21.3584	30.0427	24.5522		TC	Turbocharged	SA	Semi-Automatic		8	
22.1972	32.0693	25.7665		TC	Turbocharged	M	Manual		6	
24.5044	32.5529	27.5721		TC	Turbocharged	SCV	Selectable Continuously Variable		8	(e.g. C
19.6106	28.8603	22.9156		TC	Turbocharged	SA	Semi-Automatic		8	
18.3949	27.2332	21.5408		SC	Supercharged	SA	Semi-Automatic		8	
24.4094	38.0485	29.1042		TC	Turbocharged	SA	Semi-Automatic		8	
18.0028	27.5267	21.3226		SC	Supercharged	SA	Semi-Automatic		8	
24.4094	38.0485	29.1042		TC	Turbocharged	SA	Semi-Automatic		8	
18.6853	29.3211	22.3303		SC	Supercharged	SA	Semi-Automatic		8	
18.2315	29.5343	22.0244		TC	Turbocharged	SA	Semi-Automatic		8	
23.8727	36.3252	28.2271		TC	Turbocharged	SA	Semi-Automatic		8	
18.6853	29.3211	22.3303		SC	Supercharged	SA	Semi-Automatic		8	
17.9485	28.5015	21.5369		TC	Turbocharged	SA	Semi-Automatic		8	
13.8358	21.9706	16.6020	G	NA	Naturally Aspirated	SA	Semi-Automatic		8	
21.0646	27.9892	23.7037		TC	Turbocharged	SA	Semi-Automatic		8	
19.6619	28.5380	22.8617		TC	Turbocharged	SA	Semi-Automatic		6	
19.7028	28.0105	22.7375		TC	Turbocharged	SA	Semi-Automatic		6	
19.6619	27.5771	22.5781		TC	Turbocharged	SA	Semi-Automatic		8	
17.8443	25.5746	20.6536		SC	Supercharged	SA	Semi-Automatic		8	
23.6266	31.3636	26.5783		TC	Turbocharged	SA	Semi-Automatic		8	
24.0075	29.7936	26.3065		TC	Turbocharged	SA	Semi-Automatic		8	
18.7400	27.6200	21.9099		TC	Turbocharged	SA	Semi-Automatic		8	
15.5983	21.6157	17.8322		SC	Supercharged	SA	Semi-Automatic		8	
13.5631	22.5823	16.5348	G	NA	Naturally Aspirated	AMS	Automated Manual- Selectable		7	(e.g. Au
11.4565	20.0560	14.1955	G	NA	Naturally Aspirated	M	Manual		6	
12.9942	22.2057	15.9766	G	NA	Naturally Aspirated	AMS	Automated Manual- Selectable		7	(e.g. Au
11.7338	19.4192	14.2763	G	NA	Naturally Aspirated	M	Manual		6	
13.5631	22.5823	16.5348	G	NA	Naturally Aspirated	AMS	Automated Manual- Selectable		7	(e.g. Au
11.4565	20.0560	14.1955	G	NA	Naturally Aspirated	M	Manual		6	
12.9942	22.2057	15.9766	G	NA	Naturally Aspirated	AMS	Automated Manual- Selectable		7	(e.g. Au
11.7338	19.4192	14.2763	G	NA	Naturally Aspirated	M	Manual		6	
15.7409	23.3075	18.4339		NA	Naturally Aspirated	AMS	Automated Manual- Selectable		7	(e.g. Au
15.8793	22.1836	18.2078		NA	Naturally Aspirated	AMS	Automated Manual- Selectable		7	(e.g. Au
14.5210	25.1977	17.0229		TC	Turbocharged	SA	Semi-Automatic		8	
23.1833	30.7065	26.0560		TC	Turbocharged	AMS	Automated Manual- Selectable		6	(e.g. Au
18.1170	27.5580	21.4190		SC	Supercharged	AMS	Automated Manual- Selectable		7	(e.g. Au
17.0438	26.0230	20.1767		SC	Supercharged	M	Manual		6	
18.1170	27.5580	21.4190		SC	Supercharged	AMS	Automated Manual- Selectable		7	(e.g. Au
17.0438	26.0230	20.1767		SC	Supercharged	M	Manual		6	
17.6699	25.9530	20.6333		SC	Supercharged	AMS	Automated Manual- Selectable		7	(e.g. Au
16.7533	26.9042	20.1794		TC	Turbocharged	AMS	Automated Manual- Selectable		7	(e.g. Au
16.7533	26.9042	20.1794		TC	Turbocharged	AMS	Automated Manual- Selectable		7	(e.g. Au
16.5369	26.7008	19.9551		TC	Turbocharged	SA	Semi-Automatic		8	

8(e)(4) reasons. Please revise release date to the effective date when vehicles were relabeled;

8(e)(4) reasons. Please revise release date to the effective date when vehicles were relabeled;

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8(e)(4) reasons. Please revise release date to the effective date when vehicles were relabeled;

16.7285	23.6581	19.2682	SC	Supercharged	SAM	Semi-Automatic	8
22.3665	31.1759	25.6242	TC	Turbocharged	AMS	Automated Manual- Selectable (e.g. Au	
22.3665	31.1759	25.6242	TC	Turbocharged	AMS	Automated Manual- Selectable (e.g. Au	
15.2087	25.3816	18.5553	TC	Turbocharged	SAM	Semi-Automatic	8
12.4737	21.0866	15.2827 G	TC	Turbocharged	SAM	Semi-Automatic	8
13.8190	23.8488	17.0447 G	TC	Turbocharged	SAM	Semi-Automatic	8
12.0228	20.0478	14.6643 G	TC	Turbocharged	SAM	Semi-Automatic	8
13.8190	23.8488	17.0447 G	TC	Turbocharged	SAM	Semi-Automatic	8
12.0228	20.0478	14.6643 G	TC	Turbocharged	SAM	Semi-Automatic	8
10.5402	17.7129	12.8889 G	TC	Turbocharged	SAM	Semi-Automatic	8
8.4232	14.7698	10.4424 G	TC	Turbocharged	AMS	Automated Manual- Selectable	7
10.6055	18.4729	13.1199 G	NA	Naturally Aspirated	AMS	Automated Manual- Selectable	7
9.7957	16.2453	11.9264 G	NA	Naturally Aspirated	AMS	Automated Manual- Selectable	7
14.0224	20.0427	16.2140 G	NA	Naturally Aspirated	AMS	Automated Manual- Selectable	7
10.6353	16.9743	12.7836 G	NA	Naturally Aspirated	AMS	Automated	7
24.7637	32.6943	27.7980	TC	Turbocharged	SAM	Semi-Automatic	6
23.7579	32.6943	27.0899	TC	Turbocharged	MM	Manual	5
23.6856	29.5929	26.0232	TC	Turbocharged	AMS	Automated Manual- Selectable	6
30.6516	40.5292	34.4273	TC	Turbocharged	AMS	Automated Manual- Selectable	6
22.6980	30.6082	25.6850	TC	Turbocharged	MM	Manual	6
30.5143	40.5292	34.3319	TC	Turbocharged	MM	Manual	6
23.9740	32.2876	27.1159	TC	Turbocharged	SAM	Semi-Automatic	6
22.7135	28.5529	25.0157	TC	Turbocharged	AMS	Automated Manual- Selectable	6
30.3081	39.6674	33.9083	TC	Turbocharged	AMS	Automated Manual- Selectable	6
22.6980	30.6082	25.6850	TC	Turbocharged	MM	Manual	6
29.6183	40.1317	33.5766	TC	Turbocharged	MM	Manual	6
21.8993	30.8310	25.1821	TC	Turbocharged	AMS	Automated Manual- Selectable	6
20.6665	31.8238	24.5378	TC	Turbocharged	MM	Manual	6
16.9415	25.2190	19.8774	NA	Naturally Aspirated	SAM	Semi-Automatic	6
21.7634	30.1121	24.8658	TC	Turbocharged	AMS	Automated Manual- Selectable	6
25.2640	36.0643	29.1989	TC	Turbocharged	SAM	Semi-Automatic	6
25.3353	37.0021	29.5244	TC	Turbocharged	MM	Manual	5
31.1996	43.0359	35.6064	TC	Turbocharged	AMS	Automated Manual- Selectable	6
30.4856	44.8367	35.6137	TC	Turbocharged	MM	Manual	6
24.6434	32.6158	27.6891	TC	Turbocharged	AMS	Automated Manual- Selectable	6
24.9095	34.2917	28.4070	TC	Turbocharged	MM	Manual	6
25.4066	37.0689	29.5967	TC	Turbocharged	SAM	Semi-Automatic	6
25.1926	37.0021	29.4176	TC	Turbocharged	MM	Manual	5
23.5744	31.8670	26.7012	TC	Turbocharged	AMS	Automated Manual- Selectable	6
31.4045	44.6752	36.2501	TC	Turbocharged	AMS	Automated Manual- Selectable	6
22.5269	33.6412	26.4608	NA	Naturally Aspirated	SAM	Semi-Automatic	6
24.6629	33.9684	28.1307	NA	Naturally Aspirated	MM	Manual	5
30.6516	45.6549	35.9711	TC	Turbocharged	MM	Manual	6
22.8950	32.6159	26.4413	TC	Turbocharged	MM	Manual	6
42.0354	48.2310	44.6144	TC	Turbocharged	AMS	Automated	7
24.3335	35.7288	28.4112	TC	Turbocharged	SAM	Semi-Automatic	6
24.1899	35.2585	28.1693	TC	Turbocharged	MM	Manual	5
29.6183	41.9168	34.1237	TC	Turbocharged	AMS	Automated Manual- Selectable	6
29.8256	43.5614	34.7575	TC	Turbocharged	MM	Manual	6
19.7174	27.8048	22.6868	NA	Naturally Aspirated	AMS	Automated Manual- Selectable	6
20.5496	25.7855	22.6161	TC	Turbocharged	SAM	Semi-Automatic	6
20.3807	25.8019	22.5089	TC	Turbocharged	SAM	Semi-Automatic	6
19.6490	28.9961	22.9829	TC	Turbocharged	SAM	Semi-Automatic	8
17.0411	22.7325	19.2048	NA	Naturally Aspirated	SAM	Semi-Automatic	8
19.8843	23.7762	21.4655	SC	Supercharged	SAM	Semi-Automatic	8

.314-86(e)(4) reasons.] Please revise release date to the effective date when vehicles were relabelled;

Lockup Tc	Trans Cre	Drive Sys	Drive Des	Primary B	Max Ethar	Max Biodi	Range1 - I	Fuel Usag	Fuel Usag
Y	N	F	2-Wheel Drive, Front	EVGAV02t	0APA	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	EVGAV02t	0VAL		5	DU	Diesel, ultra low s
Y	N	F	2-Wheel Drive, Front	EVGAV02t	0APA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV02.0	APA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV02.0	APA	15		GP	Gasoline (Premium
N	N	F	2-Wheel Drive, Front	EVGAV02t	0AUB	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ02.0	AUF	85	422	GP	Gasoline (Premium
N	N	A	All Wheel Drive	EVGAV02.0	AUB	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ02.0	AUF	85	406	GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ02.0	AUF	85	422	GP	Gasoline (Premium
N	N	A	All Wheel Drive	EVGAV02.0	AUB	15		GP	Gasoline (Premium
N	N	F	2-Wheel Drive, Front	EVGAV02t	0AUB	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV02.0	AUB	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0	AUD	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0	NU4		5	DU	Diesel, ultra low s
Y	N	A	All Wheel Drive	EVGAJ03.0	AUD	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0	NU4		5	DU	Diesel, ultra low s
Y	N	A	All Wheel Drive	EVGAV03.0	AUE	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.0	NUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0	NU4		5	DU	Diesel, ultra low s
Y	N	A	All Wheel Drive	EVGAV03.0	AUE	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.0	NUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV06.3	VUM	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ02.0	AUF	85	406	GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	EVGAV02t	0AUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV02.0	AUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ02.0	AUF	85	455	GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0	AUD	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0	NU4		5	DU	Diesel, ultra low s
Y	N	A	All Wheel Drive	EVGAT02.0	AUH	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAT03.0	NU3		5	DU	Diesel, ultra low s
Y	N	A	All Wheel Drive	EVGAT03.0	ALT	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.2	NLC	15		GP	Gasoline (Premium
N	N	A	All Wheel Drive	EVGAV04.2	NLC	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV05.2	NLD	15		GP	Gasoline (Premium
N	N	A	All Wheel Drive	EVGAV05.2	NLD	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.2	NLC	15		GP	Gasoline (Premium
N	N	A	All Wheel Drive	EVGAV04.2	NLC	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV05.2	NLD	15		GP	Gasoline (Premium
N	N	A	All Wheel Drive	EVGAV05.2	NLD	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.2	NLB	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.2	NLB	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.0	NUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV02.0	AUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0	AUD	15		GP	Gasoline (Premium
N	N	A	All Wheel Drive	EVGAJ03.0	AUD	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0	AUD	15		GP	Gasoline (Premium
N	N	A	All Wheel Drive	EVGAJ03.0	AUD	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAJ03.0	AUD	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.0	NUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.0	NUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	EVGAV04.0	NUA	15		GP	Gasoline (Premium

Y	N	A	All Wheel Drive	FVGAJ03.0AUD	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV02.0AUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV02.0AUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV04.0NUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV06.0VLN	85	357	GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV04.0NUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV06.0VLN	85	357	GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV04.0NUA	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV06.0VLN	85	357	GP	Gasoline (Premium
Y	N	R	2-Wheel Drive, Rear	FVGAV06.8ELP	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV08.0GLB	15		GPR	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV06.5LLR	15		GPR	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV06.5LLR	15		GPR	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV05.2NLE	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV06.	15		GPR	Gasoline (I
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		G	Gasoline (Regular
N	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		G	Gasoline (Regular
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
N	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		GP	Gasoline (Premium
N	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		G	Gasoline (Regular
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
N	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		GP	Gasoline (Premium
N	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VUE	15		GP	Gasoline (Premium
N	N	F	2-Wheel Drive, Front	FVGAV02.0VUE	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAV03.6VUF	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VSE	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	FVGAV02.0APA	15		G	Gasoline (Regular
N	N	F	2-Wheel Drive, Front	FVGAV02.0APA	15		G	Gasoline (Regular
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
N	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
Y	N	F	2-Wheel Drive, Front	FVGAV02.0APA	15		GP	Gasoline (Premium
N	N	F	2-Wheel Drive, Front	FVGAV02.0APA	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		G	Gasoline (Regular
N	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		G	Gasoline (Regular
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VUC	15		G	Gasoline (Regular
N	N	F	2-Wheel Drive, Front	FVGAV02.0VUC	15		G	Gasoline (Regular
N	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
N	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	FVGAV01.	15		GP	Gasoline (I
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		G	Gasoline (Regular
N	N	F	2-Wheel Drive, Front	FVGAV02.0VBD	15		G	Gasoline (Regular
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
N	N	F	2-Wheel Drive, Front	FVGAV02.0VAL		5	DU	Diesel, ultra low s
Y	N	F	2-Wheel Drive, Front	FVGAV03.6VUG	15		GP	Gasoline (Premium
Y	N	F	2-Wheel Drive, Front	FVGAV02.0VUE	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAJ02.0VUE	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAT03.0NU2		5	DU	Diesel, ultra low s
Y	N	A	All Wheel Drive	FVGAT03.6VUK	15		GP	Gasoline (Premium
Y	N	A	All Wheel Drive	FVGAT03.0VUH	15		GP	Gasoline (Premium

Fuel Unit	Fuel Unit	Gas Guzz	Gas Guzz	2Dr Pass	2Dr Lugg	4Dr Pass	4Dr Lugg	Htchbk Pa	Htchbk Lu
MPG	Unleaded Recommended	Gasoline	Not exempt			86	12		
MPG	Unleaded Required (15 ppm, max gallon)	Gasoline	Not exempt			86	12		
MPG	Unleaded Recommended	Gasoline	Not exempt	79	10				
MPG	Unleaded Required (15 ppm, max gallon)	Gasoline	Not exempt	79	10				
MPG	Unleaded Recommended	Gasoline	Not exempt			86	10		
MPG	Unleaded Recommended	Gasoline	Not exempt			91	12		
MPG	Unleaded Recommended	Gasoline	Not exempt			91	12		
MPG	Unleaded Recommended	Gasoline	Not exempt			91	12		
MPG	Unleaded Recommended	Gasoline	Not exempt	81	10				
MPG	Unleaded Recommended	Gasoline	Not exempt	84	12				
MPG	Unleaded Required (15 ppm, max gallon)	Gasoline	Not exempt	84	12				
MPG	Unleaded Recommended	Gasoline	Not exempt			98	16		
MPG	Unleaded Recommended	Gasoline	Not exempt			98	16		
MPG	Unleaded Recommended	Gasoline	Not exempt			98	16		
MPG	Unleaded Required (15 ppm, max gallon)	Gasoline	Not exempt			98	16		
MPG	Unleaded Recommended	Gasoline	Not exempt					94	25
MPG	Unleaded Required (15 ppm, max gallon)	Gasoline	Not exempt					94	25
MPG	Unleaded Recommended	Gasoline	Not exempt			100	15		
MPG	Unleaded Recommended	Gasoline	Not exempt			100	15		
MPG	Unleaded Required (15 ppm, max gallon)	Gasoline	Not exempt			107	15		
MPG	Unleaded Recommended	Gasoline	Not exempt			107	15		
MPG	Unleaded Recommended	Gasoline	Not exempt			107	15		
MPG	Unleaded Recommended	Gasoline	Not exempt			107	15		
MPG	Unleaded Recommended	Gasoline	Not exempt			90	28		
MPG	Unleaded Recommended	Gasoline	Not exempt					84	17
MPG	Unleaded Recommended	Gasoline	Not exempt					84	17
MPG	Unleaded Recommended	Ethanol	Truck						
MPG	Unleaded Recommended	Ethanol	Truck						
MPG	Unleaded Required (15 ppm, max gallon)	Ethanol	Truck						
MPG	Unleaded Recommended	Ethanol	Truck						
MPG	Unleaded Required (15 ppm, max gallon)	Ethanol	Truck						
MPG	Unleaded Recommended	Ethanol	Truck						
MPG	Unleaded Recommended	Gasoline	Not exempt						
MPG	Unleaded Recommended	Gasoline	Not exempt						
MPG	Unleaded Recommended	Gasoline	Not exempt						
MPG	Unleaded Recommended	Gasoline	Not exempt						
MPG	Unleaded Recommended	Gasoline	Not exempt						
MPG	Unleaded Recommended	Gasoline	Not exempt						
MPG	Unleaded Recommended	Gasoline	Not exempt						
MPG	Unleaded Recommended	Gasoline	Not exempt						
MPG	Unleaded Recommended	Gasoline	Not exempt						
MPG	Unleaded Recommended	Gasoline	Not exempt	84	13				
MPG	Unleaded Recommended	Gasoline	Not exempt	81	10				
MPG	Unleaded Recommended	Gasoline	Not exempt					94	25
MPG	Unleaded Recommended	Gasoline	Not exempt			86	10		
MPG	Unleaded Recommended	Gasoline	Not exempt			90	13		
MPG	Unleaded Recommended	Gasoline	Not exempt			90	13		
MPG	Unleaded Recommended	Gasoline	Not exempt	84	13				
MPG	Unleaded Recommended	Gasoline	Not exempt	84	13				
MPG	Unleaded Recommended	Gasoline	Not exempt	81	10				
MPG	Unleaded Recommended	Gasoline	Not exempt			98	16		
MPG	Unleaded Recommended	Gasoline	Not exempt					94	25
MPG	Unleaded Recommended	Gasoline	Not exempt			100	15		

MRG	miles per gallon	Truck						
MRG	miles per gallon	Not exempt	74	13				
MRG	miles per gallon	Not exempt						
MRG	miles per gallon	Not exempt	89	11				
MRG	miles per gallon	Not exempt	89	11				
MRG	miles per gallon	Not exempt	86	7				
MRG	miles per gallon	Not exempt	86	7				
MRG	miles per gallon	Not exempt	102	13				
MRG	miles per gallon	Not exempt	102	13				
MRG	miles per gallon	Not exempt			101	11		
MRG	miles per gallon	Not exempt						
MRG	miles per gallon	Not exempt						
MRG	miles per gallon	Not exempt						
MRG	miles per gallon	Not exempt						
MRG	miles per gallon	Not exempt						
MRG	miles per gallon	Not exempt						
MRG	miles per gallon	Not exempt					85	15
MRG	miles per gallon	Not exempt					85	15
MRG	miles per gallon	Not exempt					85	15
MRG	miles per gallon	Not exempt					85	15
MRG	miles per gallon	Not exempt					85	15
MRG	miles per gallon	Not exempt					85	15
MRG	miles per gallon	Not exempt	81	7				
MRG	miles per gallon	Not exempt	81	7				
MRG	miles per gallon	Not exempt	81	7				
MRG	miles per gallon	Not exempt	81	7				
MRG	miles per gallon	Not exempt	81	7				
MRG	miles per gallon	Not exempt	94	13				
MRG	miles per gallon	Not exempt	94	13				
MRG	miles per gallon	Not exempt	94	13				
MRG	miles per gallon	Not exempt	77	11				
MRG	miles per gallon	Not exempt					93	16
MRG	miles per gallon	Not exempt					93	16
MRG	miles per gallon	Not exempt					93	16
MRG	miles per gallon	Not exempt					93	16
MRG	miles per gallon	Not exempt					93	16
MRG	miles per gallon	Not exempt					93	16
MRG	miles per gallon	Not exempt			94	16		
MRG	miles per gallon	Not exempt			94	16		
MRG	miles per gallon	Not exempt			94	16		
MRG	miles per gallon	Not exempt			94	16		
MRG	miles per gallon	Not exempt			94	16		
MRG	miles per gallon	Not exempt			94	16		
MRG	miles per gallon	Not exempt			94	16		
MRG	miles per gallon	Not exempt			94	16		
MRG	miles per gallon	Not exempt			94	16		
MRG	miles per gallon	Not exempt			94	16		
MRG	miles per gallon	Not exempt			102	16		
MRG	miles per gallon	Not exempt			102	16		
MRG	miles per gallon	Not exempt			102	16		
MRG	miles per gallon	Not exempt			102	16		
MRG	miles per gallon	Not exempt			102	16		
MRG	miles per gallon	Truck						
MRG	miles per gallon	Truck						
MRG	miles per gallon	Truck						
MRG	miles per gallon	Truck						
MRG	miles per gallon	Truck						

Annual Fu	EPA Calcu	Comment	City2 FE (U	Hwy2 Fue	Comb2 Fu	Low'd City	Low'd Hw	Low'd Cor	City2 Una
2100	2100	corrected fuel unit price, engine configuration number changed to #1 for 1.8L engine code CN							
1550	1550	hwy label value correction, Bio-Diesel Max 5%							
2050	2050	refresh release date, corrected interior volumes, fuel unit price correction, engine configurati							
2200	2200	refreshed release date, interior volume corrected, engine configuration changed to #2 for 2.0							
2100	2100	carline interior volumes corrected from 2 door to 4 door, engine configuration number chang							
2100	2100								
2300	2300	manuf confirmatory tests used, 5-cycle un-rounded city value typo corrected	15	22	18				19.5
2200	2200								
2400	2400	eng code correction, manuf confirmatory tests used	15	21	17				19
2300	2300	manuf confirmatory tests used, 5-cycle city MPG typo correction	15	22	18				19.5
2200	2200								
2050	2050								
2500	2500								
2600	2600								
1950	1950								
2700	2700								
1950	1950								
2600	2600								
2600	2600								
2000	2000								
2600	2600								
2600	2600	FUEL AND GHG RATING CORRECTED TO 5							
3350	3350	5-yr fuel cost corrected							
2400	2400	manuf confirmatory tests updated	15	21	17				19.2
2500	2500	Corrected CO2 typos, corrected round error for highway rounded adjusted CO2 value							
2500	2500	Eng division correction							
2500	2500		14	19	16				17.4
2700	2700	5yr fuel cost corrected							
2100	2100	Corrected unrounded unadjusted highway and combined CO2 values							
2200	2200	corrected stop/start indicator, zero set for 5-yr fuel saved instead of zero for spending							
2550	2550								
3150	3150	corrected highway CO2 adj value							
3350	3350								
4050	4050								
3550	3550								
4050	4050								
3350	3350								
4050	4050								
3550	3550								
4050	4050								
3150	3150								
3150	3150								
3150	3150	Relabel, 50/50 weighting of best and worse (D&S) testing							
2200	2200	5yr fuel savings set to zero instead of spending							
2700	2700								
2850	2850								
2700	2700								
2850	2850								
2700	2700								
2850	2850	maximum ethanol corrected							
2850	2850	maximum ethanol corrected							
2850	2850	S/S indicator to yes, back to NO.							

3000	3000				
2200	2200	changed engine configuration number after Verify reassigned numbers on CSI after addition o			
2200	2200	changed engine configuration number after Verify reassigned numbers on CSI after addition o			
3000	3000	release date change to March			
3800	3800	9	15	11	10.5
3350	3350	data substitution corrected to no for eng code CYCA, release date change to March			
3800	3800	9	15	11	10.5
3350	3350	release date change to March			
3800	3800	9	15	11	10.5
4400	4400				
5700	5700	eng code correction			
4400	4400				
4750	4750				
3550	3550	Release date change			
4400	4400	corrected carline to Veneno Roadster 477			
1900	1900				
1950	1950	corrected combined unrounded unadj value			
2200	2200	corrected combined unadjusted unrounded value type			
1650	1650	Bio-Diesel Max 5% correction			
2200	2200				
1650	1650	Bio-Diesel Max 5% correction			
1950	1950				
2300	2300				
1650	1650	Bio-Diesel Max 5% correction			
2200	2200				
1650	1650	Bio-Diesel Max 5% correction			
2300	2300				
2300	2300				
2850	2850				
2300	2300				
1800	1800				
1750	1750				
1550	1550	hwy label value corrected, Bio-Diesel Max 5%			
1550	1550	relabel with EPA confirmatory tests, Bio-Diesel Max 5%			
2050	2050	SMOG corrected to 9 as this is a nationwide Tier 2 BIN 2 and Calif PZEV.....engine code correc			
2050	2050	engine code correction to 211 hp code			
1750	1750				
1800	1800	fuel consumption and CO2 unadj unrounded corrected, max Ethanol to 15%			
2100	2100	5 yr fuel savings corrected			
1550	1550	release date change, Bio-Diesel Max 5% correction			
2000	2000				
1900	1900				
1550	1550	Bio-Diesel Max 5% correction			
2200	2200				
1250	1250				
1900	1900	rounded adjusted highway CO2 rounding error corrected			
1900	1900				
1650	1650	EPA confirmatory tests numbers for city highway US06 now included, no label value changes,			
1600	1600	corrected CO2 values and annual fuel cost corrected, Bio-Diesel Max 5% correction			
2500	2500				
2500	2500	max Ethanol set to 15%			
2500	2500				
2450	2450	corrected fuel economy rating to 5			
3000	3000				
2700	2700	S/S set to yes			

							Alternative Fuel		
Hwy2 Unr	Comb2 Unr	Hwy2 Unr	Comb2 Unr	Range2 -	Fuel2 Usa	Fuel2 Usa	Fuel2 Unit	Fuel2 Unit	

SB.

on changed to #1 for 1.8L engine code CNSB
L engine code CNTC.
ed to #2 for 2.0L engine code CNTC, GHG rating corrected

30.8	23.356	15.3563	21.9111	17.7451	304	E	Ethanol (E85)	MPG	miles per gallon
30	22.7545	15.0024	21.384	17.3296	287	E	Ethanol (E85)	MPG	miles per gallon
30.8	23.356	15.3563	21.9111	17.7451	304	E	Ethanol (E85)	MPG	miles per gallon
28.8	22.5882	15.1507	20.5603	17.1855	287	E	Ethanol (E85)	MPG	miles per gallon
27.1	20.7407	13.7947	19.3602	15.8444	317	E	Ethanol (E85)	MPG	miles per gallon

f a model running change, this label includes two engine configuration numbers: #2 for engine code CETA and # 4 f
f a model running change, this label includes two engine configuration numbers: #2 for engine code CETA and # 4 f

20.8	13.5107	8.8115	15.1054	10.8449	262	E	Ethanol (E85)	MPG	miles per gallon
20.5	13.4531	8.6127	14.7094	10.5874	262	E	Ethanol (E85)	MPG	miles per gallon
20.5	13.4531	8.6127	14.7094	10.5874	262	E	Ethanol (E85)	MPG	miles per gallon

ted

EPA reprocessed their confirmatory city and highway tests - corrected unrounded MPG results entered, Bio-Diesel

Alternative Fuel Fuel2 AltmCity CO2	Hwy CO2	Comb CO2	Fuel2 EPA	Descriptor	Intake Val	Exhaust V	Carline Cl	Carline Cl
				SIDI;	2	23		Subcompact Cars
					2	23		Subcompact Cars
				SIDI;	2	23		Subcompact Cars
				SIDI;	2	23		Subcompact Cars
				SIDI;	2	23		Subcompact Cars
				SIDI;	2	24		Compact Cars
2600	400	281	347	2600	SIDI; Under EPA regulations, the manufacturer is allowed to use fu	2	24	Compact Cars
				SIDI;	2	24		Compact Cars
2750	410	288	355	2750	SIDI; Under EPA regulations, the manufacturer is allowed to use fu	2	23	Subcompact Cars
2600	400	281	347	2600	SIDI; Under EPA regulations, the manufacturer is allowed to use fu	2	23	Subcompact Cars
				SIDI;	2	23		Subcompact Cars
				SIDI;	2	25		Midsize Cars
				SIDI;	2	25		Midsize Cars
				SIDI;	2	25		Midsize Cars
					2	25		Midsize Cars
				SIDI;	2	25		Midsize Cars
					2	25		Midsize Cars
				SIDI;	2	25		Midsize Cars
				SIDI;	2	25		Midsize Cars
					2	26		Large Cars
				SIDI;	2	26		Large Cars
				SIDI;	2	26		Large Cars
				SIDI;	2	26		Large Cars
2750	406	300	358	2750	SIDI; FFV;	2	27	Small Station Wag
				SIDI;	2	24		Compact Cars
				SIDI;	2	24		Compact Cars
2900	450	320	392	2900	SIDI; FFV;	2	231	Small SUV 4WD
				SIDI;	2	231		Small SUV 4WD
					2	231		Small SUV 4WD
				SIDI;	2	231		Small SUV 4WD
					2	233		Standard SUV 4W
				SIDI;	2	233		Standard SUV 4W
				SIDI;	2	21		Two Seaters
				SIDI;	2	21		Two Seaters
				SIDI;	2	21		Two Seaters
				SIDI;	2	21		Two Seaters
				SIDI;	2	21		Two Seaters
				SIDI;	2	21		Two Seaters
				SIDI;	2	21		Two Seaters
				SIDI;	2	21		Two Seaters
				SIDI;	2	23		Subcompact Cars
				SIDI;	2	23		Subcompact Cars
				SIDI; Under EPA regulations, the manufacturer is allowed to use fu	2	25		Midsize Cars
				SIDI;	2	23		Subcompact Cars
				SIDI;	2	24		Compact Cars
				SIDI;	2	24		Compact Cars
				SIDI;	2	23		Subcompact Cars
				SIDI;	2	23		Subcompact Cars
				SIDI;	2	23		Subcompact Cars
				SIDI;	2	25		Midsize Cars
				SIDI;	2	25		Midsize Cars
				SIDI;	2	25		Midsize Cars

					SIDI;	2	231	Small SUV 4WD
or engine code CDMA and all TT models.					SIDI;	2	23	Subcompact Cars
or engine code CDMA and all TT models.					SIDI;	2	21	Two Seaters
					SIDI;	2	24	Compact Cars
4250	711	410	576	4250	FFV;	2	24	Compact Cars
					SIDI;	2	23	Subcompact Cars
4250	726	421	589	4250	FFV;	2	23	Subcompact Cars
					SIDI;	2	25	Midsize Cars
4250	726	421	589	4250	FFV;	2	25	Midsize Cars
						1	15	Midsize Cars
						2	21	Two Seaters
						2	21	Two Seaters
						2	21	Two Seaters
					SIDI & PFI;	2	21	Two Seaters
						2	21	Two Seate
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
						2	24	Compact Cars
					SIDI;	2	24	Compact Cars
						2	24	Compact Cars
					SIDI;	2	23	Subcompact Cars
					SIDI;	2	23	Subcompact Cars
						2	23	Subcompact Cars
					SIDI;	2	23	Subcompact Cars
						2	23	Subcompact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	23	Subcompact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
						2	24	Compact Cars
					Under EPA regulations, the manufacturer revised the Carl eco			
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact Cars
						2	24	Compact Cars
						1	14	Compact Cars
						1	14	Compact Cars
						2	24	Compact Cars
					SIDI;	2	24	Compact Cars
					SIDI;	2	24	Compact C
					SIDI;	2	25	Midsize Cars
					SIDI;	2	25	Midsize Cars
Max 5% correction						2	25	Midsize Cars
						2	25	Midsize Cars
					SIDI;	2	25	Midsize Cars
					SIDI;	2	230	Small SUV 2WD
					SIDI;	2	231	Small SUV 4WD
						2	233	Standard SUV 4W
					SIDI;	2	233	Standard SUV 4W
					SIDI;	2	233	Standard SUV 4W

SC	Car/Truck	Calc Appr	Sales	Release D	EPA FE Label Dataset	Unique La	Label Rec	Relabel	Relabel D
	car	Vehicle Specific 5-cycle	Sales	2/25/2014	16011	N	N		
	car	Derived 5-cycle label		7/28/2014	16973	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/2/2014	16013	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/2/2014	16012	N	N		
	car	Vehicle Specific 5-cycle	Sales	1/15/2014	16197	N	N		
	car	Derived 5-cycle label		6/9/2014	15670	N	N		
	car	Derived 5-cycle label		7/28/2014	16780	N	N	R	Relabel; - label val
ca	economy label values on previous values were XX MPG city, XX MPG highway, and XX MPG combined;								
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	15675	N	N		
	car	Derived 5-cycle label		8/22/2014	16989	N	N	R	Relabel; - label val
ca	economy label values on previous values were XX MPG city, XX MPG highway, and XX MPG combined;								
	car	Derived 5-cycle label		7/28/2014	16782	N	N	R	Relabel; - label val
ca	economy label values on previous values were XX MPG city, XX MPG highway, and XX MPG combined;								
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	15676	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	15673	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	15674	N	N		
	car	Derived 5-cycle label		6/9/2014	16062	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/10/2014	15458	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	16061	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/10/2014	15459	N	N		
	car	Vehicle Specific 5-cycle	Sales	5/15/2014	15647	N	N		
	car	Vehicle Specific 5-cycle	Sales	5/15/2014	15385	N	N		
	car	Vehicle Specific 5-cycle	Sales	5/15/2014	15456	N	N		
	car	Vehicle Specific 5-cycle	Sales	5/15/2014	15648	N	N		
	car	Vehicle Specific 5-cycle	Sales	5/15/2014	15386	N	N		
	car	Vehicle Specific 5-cycle	Sales	5/15/2014	16699	N	N		
	cars	Derived 5-cycle label		6/9/2014	16637	N	N		
	car	Derived 5-cycle label		8/4/2014	16057	N	N		
	car	Vehicle Specific 5-cycle	Sales	8/4/2014	15650	N	N		
		Derived 5-cycle label		6/9/2014	16034	N	N		
		Vehicle Specific 5-cycle	Sales	6/9/2014	16700	N	N		
		Vehicle Specific 5-cycle	Sales	6/10/2014	15460	N	N		
		Vehicle Specific 5-cycle	Sales	6/9/2014	16701	N	N		
	D	Vehicle Specific 5-cycle	Sales	6/2/2014	15408	N	N		
	D	Derived 5-cycle label		6/9/2014	15711	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	15493	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	15497	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	15601	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	15598	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	15492	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	15496	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	15600	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	15597	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	15589	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	15590	N	N		
	car	Derived 5-cycle label		7/28/2014	16705	N	N	R	Relabel; - label val
ca	economy label values on previous values were XX MPG city, XX MPG highway, and XX MPG combined;								
	car	Vehicle Specific 5-cycle	Sales	8/4/2014	16702	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	16064	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	16067	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	16065	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	16068	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/9/2014	16066	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/2/2014	15576	N	N		
	car	Vehicle Specific 5-cycle	Sales	6/2/2014	15575	N	N		
	car	Vehicle Specific 5-cycle	Sales	5/15/2014	15400	N	N		

	Vehicle Specific 5-cycle label	6/9/2014	16059	[redacted]	N	N
car	Vehicle Specific 5-cycle label	1/15/2014	16014		N	N
car	Vehicle Specific 5-cycle label	1/15/2014	16015		N	N
car	Vehicle Specific 5-cycle label	3/28/2014	15558		N	N
car	Vehicle Specific 5-cycle label	5/15/2014	15654		N	N
car	Vehicle Specific 5-cycle label	3/28/2014	15557		N	N
car	Vehicle Specific 5-cycle label	5/15/2014	15661		N	N
car	Vehicle Specific 5-cycle label	3/28/2014	15559		N	N
car	Vehicle Specific 5-cycle label	5/15/2014	15659		N	N
car	Vehicle Specific 5-cycle label	5/1/2014	15737		N	N
car	Vehicle Specific 5-cycle label	5/23/2014	15692		N	N
car	Vehicle Specific 5-cycle label	7/4/2014	15678		N	N
car	Vehicle Specific 5-cycle label	7/4/2014	15681		N	N
car	Vehicle Specific 5-cycle label	5/12/2014	15599		N	N
car	Vehicle Specific 5-cycle label	7/4/2014	16523		N	N
car	Derived 5-cycle label	7/28/2014	16085		N	N
car	Derived 5-cycle label	7/28/2014	16169		N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16170		N	N
car	Derived 5-cycle label	8/25/2014	16979		N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16092		N	N
car	Derived 5-cycle label	8/25/2014	16981		N	N
car	Derived 5-cycle label	7/28/2014	16086		N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16088		N	N
car	Derived 5-cycle label	8/25/2014	16978		N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16093		N	N
car	Derived 5-cycle label	8/25/2014	16980		N	N
car	Vehicle Specific 5-cycle label	7/14/2014	15689		N	N
car	Vehicle Specific 5-cycle label	7/14/2014	15690		N	N
car	Vehicle Specific 5-cycle label	7/14/2014	15687		N	N
car	Vehicle Specific 5-cycle label	7/14/2014	15602		N	N
car	Derived 5-cycle label	7/28/2014	16492		N	N
car	Derived 5-cycle label	7/28/2014	16198		N	N
car	Derived 5-cycle label	7/28/2014	16974		N	N
car	Derived 5-cycle label	8/8/2014	16972		N	Y
car	Vehicle Specific 5-cycle label	4/1/2014	16903		N	N
car	Vehicle Specific 5-cycle label	4/1/2014	16904		N	N
car	Derived 5-cycle label	8/25/2014	16429		N	N
car	Derived 5-cycle label	8/25/2014	17017		N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16703		N	N
car	Derived 5-cycle label	8/4/2014	16976		N	N
car	Derived 5-cycle label	8/25/2014	16450		N	N
car	Vehicle Specific 5-cycle label	8/25/2014	16222		N	N
car	Derived 5-cycle label	7/28/2014	16977		N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16381		N	N
car	Derived Vehicle Specific 5-cycle label	8/26/2014	17041		N	N
car	Derived 5-cycle label	7/14/2014	16393		N	N
car	Derived 5-cycle label	7/14/2014	16273		N	N
car	Derived 5-cycle label	7/14/2014	16982		N	N
car	Derived 5-cycle label	7/28/2014	16983		N	N
car	Vehicle Specific 5-cycle label	5/26/2014	15686		N	N
	Derived 5-cycle label	7/14/2014	17018		N	N
	Derived 5-cycle label	7/14/2014	15611		N	N
D	Vehicle Specific 5-cycle label	9/15/2014	15417		N	N
D	Derived 5-cycle label	8/1/2014	15688		N	N
D	Derived 5-cycle label	9/15/2014	16838		N	N

normy label values on previous values were XX MPG city, XX MPG highway, and XX MPG combined. Relabel - label val

Suppress	Police/Em	Comment	Cyl Deact	Cyl Deact	Var Valve	Var Valve	Var Valve	Var Valve	Energy St
N	N	1.8L Engine	N	Code CNSB, CXBB //	Y	CNSA, CXBA	CONTINUOU	S VARIABLE VALVE TIMING	
N	N	Engine Code	N	CRUA = Audi A3, VW	N	Golf, Jetta Engine Co	N	de CVCA = VW Passat, Beetle, Beetle C	
N	N	1.8L Engine	N	Code CNSB, CXBB //	Y	CNSA, CXBA	CONTINUOU	S VARIABLE VALVE TIMING	
N	N	2.0L Engine	N	Code CNTC	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N	2.0L Engine	N	Code CNTC	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N		N		Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N	Engine Code	N	: CPMB	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N		N		Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N	Engine Code	N	: CPMB	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N	Engine Code	N	: CPMB	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N		N		Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N		N		Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N		N		Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N	Engine Code	N	: CTUA	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N		N		N	N			
N	N	Engine Code	N	: CTUA	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N		N		N	N			
N	N	Engine Code	N	: CREC Equipped with	Y	Start Stop Technology	CONTINUOU	S VARIABLE VALVE TIMING	
N	N	Engine Code	Y	CTGA. A8 Activation	Deactivation of cylinders 2, 3, 5, and 8	Start Stop Technology	Yes	Yes	Yes
N	N		N		N	N			
N	N	Engine Code	N	: CREC Equipped with	Y	Start Stop Technology	CONTINUOU	S VARIABLE VALVE TIMING	
N	N	Engine Code	Y	CTGA. A8 Activation	Deactivation of cylinders 2, 3, 5, and 8	Start Stop Technology	Yes	Yes	Yes
N	N	Engine Code	Y	CTNA with 12 cylinder	Deactivation	Intake and Exhaust cam timing is electronically con			
N	N	Engine Code	N	: CPMB	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N	Engine Code	N	CCTA - Q3 models	Y	CONTINUOU	SLY VARIABLE VALVE TIMING		
N	N	Engine Code	N	CCTA - Q3 models	Y	CONTINUOU	SLY VARIABLE VALVE TIMING		
N	N	Engine Code	N	: CPMB	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N	Engine Code	N	: CTUC	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N		N		N	N			
N	N	Engine Code	N	(CHJA) Audi Q5 Hybrid	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N	Engine code	N	CNRB	N	N			
N	N	Engine Code	N	(CTWB)	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N	Engine Code	N	CNDA	Y	CONTINUOU	S INTAKE AND EXHAUST CAM ADJUST		
N	N	Engine Code	N	CNDA	Y	CONTINUOU	S INTAKE AND EXHAUST CAM ADJUST		
N	N	ENGINE CO	DE	CTYA (AUDI R8)	Y	INLET AND	OUTLET CONTINUOUSLY VARIABLE / M		
N	N	ENGINE CO	DE	CTYA (AUDI R8)	Y	INLET AND	OUTLET CONTINUOUSLY VARIABLE / M		
N	N	Engine Code	N	CNDA	Y	CONTINUOU	S INTAKE AND EXHAUST CAM ADJUST		
N	N	Engine Code	N	CNDA	Y	CONTINUOU	S INTAKE AND EXHAUST CAM ADJUST		
N	N	ENGINE CO	DE	CTYA (AUDI R8)	Y	INLET AND	OUTLET CONTINUOUSLY VARIABLE / M		
N	N	ENGINE CO	DE	CTYA (AUDI R8)	Y	INLET AND	OUTLET CONTINUOUSLY VARIABLE / M		
N	N	Engine Code	N	: CFS	Y	Continuously	intake and exhaust cam adjustment		
N	N	Engine Code	N	: CFS	Y	Continuously	intake and exhaust cam adjustment		
N	N	Engine Code	Y	CRDB (RS7)	Deactivation of cylinders 2, 3, 5, and 8	Cont	inuously	Variable Valve Timing	Exhaust
N	N	Engine Code	N	CYFB - Audi S3	Y	CONTINUOU	SLY VARIABLE VALVE TIMING -	Exhaust	
N	N	Engine Code	N	: CTUB	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N	Engine Code	N	: CTUB	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N	Engine Code	N	: CTUB	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N	Engine Code	N	: CTUB	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N	Engine Code	N	: CTUB	Y	CONTINUOU	S VARIABLE VALVE TIMING		
N	N	Engine Code	Y	CEUC. S6/S7 models	Deactivation of cylinders 2, 3, 5, and 8	Cont	inuously	Variable Valve Timing	Exhaust
N	N	Engine Code	Y	CEUC. S6/S7 models	Deactivation of cylinders 2, 3, 5, and 8	Cont	inuously	Variable Valve Timing	Exhaust
N	N	Engine Code	Y	CYCA. 680 hp engine	Deactivation of cylinders 2, 3, 5, and 8	Cont	inuously	Variable Valve Timing	Exhaust

N	N	Engine Code: CTUA		Y	CONTINUOUS VARIABLE VALVE TIMING				
N	N	Generation 1 (EVO) 2.0L TFSI with		Y	Audi Valvelift System	CONTINUOUS VARIABLE VALVE TIMING			
N	N	Generation 1 (EVO) 2.0L TFSI with		Y	Audi Valvelift System	CONTINUOUS VARIABLE VALVE TIMING			
N	N	Engine Code: CYCA. 6		Y					
N	N	Engine Code: CVAB. Bentley Continental GT / Continental GTC		Y					
N	N	Engine Code: CYCA. 6		Y					
N	N	Engine Code: CVAB. Bentley Continental GT / Continental GTC		Y					
N	N	Engine Code: CYCA. 6		Y					
N	N	Engine Code: CVAB. Bentley Continental GT / Continental GTC		Y					
N	N	Y	Cylinder deactivation	Y	Variable camshaft timing				
N	N	Engine Code: (CBXA). CHARGE AIR		Y	COOLER (INTERCOOLER)				
N	N	Engine Code: L539B (Aventador		Y					
N	N	Engine Code: L539B (Aventador		Y					
N	N	ENGINE CODE: CSJA (Lamborghini		Y	Huracan / Huracan Spyder				
N	N	Engine Co	Y	ELECTRO	Y	HYDRAUL	N		
N	N	Engine Code: (CPKA). 1.8L Volkswagen Passat, Jetta, Beetle, Beetle Convertible		Y	MECANICAL	HYDRAULIC VVT SYSTEM ON INTAKE C			
N	N	Engine Code: (CPKA). 1.8L Volkswagen Passat, Jetta, Beetle, Beetle Convertible		Y	MECANICAL	HYDRAULIC VVT SYSTEM ON INTAKE C			
N	N	Engine Code: (CPLA). 2.0L Jetta, Beetle, Beetle Convertible		Y	MECANICAL	HYDRAULIC VVT SYSTEM ON INTAKE C			
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C				
N	N	Engine Code: (CPLA). 2.0L Jetta, Beetle, Beetle Convertible		Y	MECANICAL	HYDRAULIC VVT SYSTEM ON INTAKE C			
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C				
N	N	Engine Code: (CPKA). 1.8L Volkswagen Passat, Jetta, Beetle, Beetle Convertible		Y	MECANICAL	HYDRAULIC VVT SYSTEM ON INTAKE C			
N	N	Engine Code: (CPLA). 2.0L Jetta, Beetle, Beetle Convertible		Y	MECANICAL	HYDRAULIC VVT SYSTEM ON INTAKE C			
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C				
N	N	Engine Code: (CPLA). 2.0L Jetta, Beetle, Beetle Convertible		Y	MECANICAL	HYDRAULIC VVT SYSTEM ON INTAKE C			
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C				
N	N	N		Y	position of intake/exhaust camshaft electronically				
N	N	N		Y	position of intake/exhaust camshaft electronically				
N	N	N		Y	position of intake/exhaust camshaft electronically				
N	N	N		Y	CONTINUOUS VARIABLE VALVE TIMING				
N	N	1.8L Engine Code CNSB, CXBB //		Y	CNSA, CXBA	CONTINUOUS VARIABLE VALVE TIMING			
N	N	1.8L Engine Code CNSB, CXBB //		Y	CNSA, CXBA	CONTINUOUS VARIABLE VALVE TIMING			
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C				
de decreased	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C				
N	N	2.0L Engine Code CNTC		Y	CONTINUOUS VARIABLE VALVE TIMING				
N	N	2.0L Engine Code CNTC		Y	CONTINUOUS VARIABLE VALVE TIMING				
N	N	Engine Code: (CPKA). 1.8L Volkswagen Passat, Jetta, Beetle, Beetle Convertible		Y	MECANICAL	HYDRAULIC VVT SYSTEM ON INTAKE C			
N	N	Engine Code: (CPKA). 1.8L Volkswagen Passat, Jetta, Beetle, Beetle Convertible		Y	MECANICAL	HYDRAULIC VVT SYSTEM ON INTAKE C			
N	N	Engine Code: (CPLA). 2.0L Jetta, Beetle, Beetle Convertible		Y	MECANICAL	HYDRAULIC VVT SYSTEM ON INTAKE C			
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C				
N	N	Engine Code: CBPA		N		N			
N	N	Engine Code: CBPA		N		N			
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C				
N	N	Engine Code: (CPLA). 2.0L Jetta, Beetle, Beetle Convertible		Y	MECANICAL	HYDRAULIC VVT SYSTEM ON INTAKE C			
N	N	N		Y	MECANICAL	N	Battery(s)		
N	N	Engine Code: (CPKA). 1.8L Volkswagen Passat, Jetta, Beetle, Beetle Convertible		Y	MECANICAL	HYDRAULIC VVT SYSTEM ON INTAKE C			
N	N	Engine Code: (CPKA). 1.8L Volkswagen Passat, Jetta, Beetle, Beetle Convertible		Y	MECANICAL	HYDRAULIC VVT SYSTEM ON INTAKE C			
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C				
N	N	Engine Code: CRUA = Audi A3, VW Golf, Jetta		Y	Engine Code: CVCA = VW Passat, Beetle, Beetle C				
N	N	Engine code: CDVB		Y	Electronic control / Hydraulic adjustment				
N	N	N		Y	position of intake/exhaust camshaft electronically				
N	N	N		Y	position of intake/exhaust camshaft electronically				
N	N	Engine Code: CNRB		N		N			
N	N	N		Y	INTAKE / EXHAUST CAM TIMING ADJUSTED HYDRAU				
N	N	V6 CYLINDER 2 BANK SYSTEM Eng		Y	Code CGMA	MECANICAL	HYDRAULIC VVT SYSTEM ON INTAKE C		

evice Desc	Energy St	# Batteries	Battery Ty	Battery Ty	Total Volt	Batt Ener	Batt Spec	Batt Char	Comment	# Capacit

onv.

alves to ensure valve lift before the valves are opened), the fuel injection and ignition for deactivated cylinders is

alves to ensure valve lift before the valves are opened), the fuel injection and ignition for deactivated cylinders is
tolled and hydraulically adjusted.

1	Lithium Ion	266	5.00	37.0	On-Board

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ECHANICAL-HYDRAULIC
ECHANICAL-HYDRAULIC
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ECHANICAL-HYDRAULIC

alves to ensure valve lift before the valves are opened), the fuel injection and ignition for deactivated cylinders is
valves only

alves to ensure valve lift before the valves are opened), the fuel injection and ignition for deactivated cylinders is
alves to ensure valve lift before the valves are opened), the fuel injection and ignition for deactivated cylinders is
alves to ensure valve lift before the valves are opened), the fuel injection and ignition for deactivated cylinders is

alves. The first valve lift profile (full valve lift) is designed for cold start, the second for normal operation and the third for deactivation of cylinders.
ECHANICAL-HYDRAULIC
alves. The first valve lift profile (full valve lift) is designed for cold start, the second for normal operation and the third for deactivation of cylinders.
ECHANICAL-HYDRAULIC
alves. The first valve lift profile (full valve lift) is designed for cold start, the second for normal operation and the third for deactivation of cylinders.
ECHANICAL-HYDRAULIC
aust valves on a single camshaft. No change in valve overlaps.
E CHANGE (1) HYDRAULIC
This configuration is in the Bugatti Veyron and Grand Sport.
ONTINUOUSLY VVT
ONTINUOUSLY VVT
ECHANICAL-HYDRAULIC
VALVE CONTROL
AMS
AMS
AMS
onv.
AMS
onv.
AMS
AMS
onv.
AMS
onv.
controlled and hydraulically adjusted
controlled and hydraulically adjusted
controlled and hydraulically adjusted

onv.
onv.

AMS
AMS
AMS
onv.

onv.
AMS
AKE AND OUTLET CAMS
AMS
AMS
onv.
onv.

controlled and hydraulically adjusted
controlled and hydraulically adjusted

LICALLY AND CONTROLLED ELECTRONICALLY

AMS	1 NiMH	288	6.00	21.5	On-Board

Regen Bra	Regen Bra	Regen Bra	Driver Cnt	Fuel Cell I	Usable H2	Fuel Cell (	HEV-EV C	# Drive M	Motor Ger
ed above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km									
ed above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km									
Electrical Regen Brake	Both	Y						1	AC Induction
ed above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km									
ed above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km									
ed above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km									
ed above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km									
ed above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km									

esl above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

esl above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

esl above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

Electrical FBRAKE PEFront WheY 1Other

Other BRAKE PEDAL TRIGGERED REGENERATIVE HYDRAULIC MECHANICAL BRAKE SYSTEM 1Other

Motor Ger	Rated Mot	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Cell V	Off Board	Camless V	Oil Viscosi
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				CRDI	Common Rail Direct Diesel Injection		N		5W40 VW 50501
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				CRDI	Common Rail Direct Diesel Injection		N		5W30 VW 50700
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				CRDI	Common Rail Direct Diesel Injection		N		5W30 VW 50700
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
h				GDI	Spark Ignition Direct Injection		N		5W30 VW 50400 /
				CRDI	Common Rail Direct Diesel Injection		N		5W30 VW 50700
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
h				GDI	Spark Ignition Direct Injection		N		5W30 VW 50400 /
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40
				GDI	Spark Ignition Direct Injection		N		5W40
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				CRDI	Common Rail Direct Diesel Injection		N		5W30 VW 50700
		40		GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				CRDI	Common Rail Direct Diesel Injection		N		5W30 VW 50700
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W/30, VW50400
				GDI	Spark Ignition Direct Injection		N		5W/30, VW50400
				GDI	Spark Ignition Direct Injection		N		10W60 VW 50101
				GDI	Spark Ignition Direct Injection		N		10W60 VW 50101
				GDI	Spark Ignition Direct Injection		N		5W/30, VW50400
				GDI	Spark Ignition Direct Injection		N		5W/30, VW50400
				GDI	Spark Ignition Direct Injection		N		10W60 VW 50101
				GDI	Spark Ignition Direct Injection		N		10W60 VW 50101
				GDI	Spark Ignition Direct Injection		N		5W30 VW 50400 /
				GDI	Spark Ignition Direct Injection		N		5W30 VW 50400 /
h				GDI	Spark Ignition Direct Injection		N		5W30 VW 50400 /
				GDI	Spark Ignition Direct Injection		N		5W40
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
				GDI	Spark Ignition Direct Injection		N		5W40 VW 50200
h				GDI	Spark Ignition Direct Injection		N		5W30 VW 50400 /
h				GDI	Spark Ignition Direct Injection		N		5W30 VW 50400 /
h				GDI	Spark Ignition Direct Injection		N		5W30 VW 50400 /

		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		GDI	Spark Ignition Direct Injection		N	5W40
		GDI	Spark Ignition Direct Injection		N	5W40
h		GDI	Spark Ignition Direct Injection		N	5W30 VW 50400 /
		MFI	Multipoint/sequential fuel injection		N	5W30 VW 504 00
h		GDI	Spark Ignition Direct Injection		N	5W30 VW 50400 /
		MFI	Multipoint/sequential fuel injection		N	5W30 VW 504 00
h		GDI	Spark Ignition Direct Injection		N	5W30 VW 50400 /
		MFI	Multipoint/sequential fuel injection		N	5W30 VW 504 00
		MFI	Multipoint/sequential fuel injection		N	0W40 / VW50200
		MFI	Multipoint/sequential fuel injection		N	10W60 VW 50101
		MFI	Multipoint/sequential fuel injection		N	5W30 VW 50400 /
		MFI	Multipoint/sequential fuel injection		N	5W30 VW 50400 /
		GDPI	Spark Ignition direct & ported injection		N	5W30 VW 50400
		MFI	Multipoint/s		N	5W30 VW
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		CRDI	Common Rail Direct Diesel Injection		N	5W40 VW 50501
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		CRDI	Common Rail Direct Diesel Injection		N	5W40 VW 50501
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		CRDI	Common Rail Direct Diesel Injection		N	5W40 VW 50501
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		CRDI	Common Rail Direct Diesel Injection		N	5W40 VW 50501
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		GDI	Spark Ignition Direct Injection		N	5W-40 VW50200
		GDI	Spark Ignition Direct Injection		N	5W40 / VW50200
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		CRDI	Common Rail Direct Diesel Injection		N	5W40 VW 50501
		CRDI	Common Rail Direct Diesel Injection		N	5W40 VW 50501
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		CRDI	Common Rail Direct Diesel Injection		N	5W40 VW 50501
		MFI	Multipoint/sequential fuel injection		N	5W40 VW 50200
		MFI	Multipoint/sequential fuel injection		N	5W40 VW 50200
		CRDI	Common Rail Direct Diesel Injection		N	5W40 VW 50501
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
3 PHASE I	28	GDI	Spark IgnitN	N	N	5W40 VW
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		CRDI	Common Rail Direct Diesel Injection		N	5W40 VW 50501
		CRDI	Common Rail Direct Diesel Injection		N	5W40 VW 50501
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
		CRDI	Common Rail Direct Diesel Injection		N	5W30 VW 50700
		GDI	Spark Ignition Direct Injection		N	5W40 VW 50200
3 PHASE CURRENT P	24	ERM. MAGNET	GDI	Spark Ignition Direct Injection	N	5W40 VW 50200

Stop/Start	Stop/Start	Trans in FE	Trans as I	Model Typ	Charge De	Charge De	Charge Su	Charge Su	EPA Calcul
N	No	Auto(AM-S6)	Auto(AM-S6)						
N	No	Auto(AM-S6)	Auto(AM-S6)						
N	No	Auto(AM-S6)	Auto(AM-S6)						
N	No	Auto(AM-S6)	Auto(AM-S6)						
N	No	Auto(AM-S6)	Auto(AM-S6)						
N	No	Auto(AV-S8)	Auto(AV-S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Manual(M6)	Manual(M6)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Manual(M6)	Manual(M6)						
N	No	Auto(AV-S8)	Auto(AV-S8)	Audi A6 CVT					
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)	Audi A6 quattro					
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y 50700	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y 50700	Yes	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S6)	Auto(S6)						
N	No	Auto(S6)	Auto(S6)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)	Audi Q7					
N	No	Auto(AM-S7)	Auto(AM-S7)						
N	No	Manual(M6)	Manual(M6)						
N 50500	No	Auto(AM-S7)	Auto(AM-S7)						
N 50500	No	Manual(M6)	Manual(M6)						
N	No	Auto(AM-S7)	Auto(AM-S7)						
N	No	Manual(M6)	Manual(M6)						
N 50500	No	Auto(AM-S7)	Auto(AM-S7)						
N 50500	No	Manual(M6)	Manual(M6)						
N 50700	No	Auto(AM-S7)	Auto(AM-S7)						
N 50700	No	Auto(AM-S7)	Auto(AM-S7)						
N 50700	No	Auto(S8)	Auto(S8)						
N	No	Auto(AM-S6)	Auto(AM-S6)						
N	No	Auto(AM-S7)	Auto(AM-S7)						
N	No	Manual(M6)	Manual(M6)						
N	No	Auto(AM-S7)	Auto(AM-S7)						
N	No	Manual(M6)	Manual(M6)						
N	No	Auto(AM-S7)	Auto(AM-S7)						
N 50700	No	Auto(AM-S7)	Auto(AM-S7)						
N 50700	No	Auto(AM-S7)	Auto(AM-S7)						
N 50700	No	Auto(S8)	Auto(S8)						

N	No	Auto(S8)	Auto(S8)	
N	No	Auto(AM-S6)	Auto(AM-S6)	TT Coupe quattro
N	No	Auto(AM-S6)	Auto(AM-S6)	TT Coupe quattro
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(AM-S7)	Auto(AM-S7)	
Y	Yes	Auto(AM-S7)	Auto(AM-S7)	
Y	Yes	Auto(AM-S7)	Auto(AM-S7)	
N	No	Auto(AM-S7)	Auto(AM-S7)	
N	No	Auto(AM-S	Auto(AM-S	VENENO
N	No	Auto(S6)	Auto(S6)	
N	No	Manual(M5)	Manual(M5)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Auto(S6)	Auto(S6)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Auto(S6)	Auto(S6)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Auto(S6)	Auto(S6)	
N	No	Manual(M5)	Manual(M5)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Auto(S6)	Auto(S6)	
N	No	Manual(M5)	Manual(M5)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Auto(S6)	Auto(S6)	Jetta Base
N	No	Manual(M5)	Manual(M5)	
N	No	Manual(M6)	Manual(M6)	
N	No	Manual(M6)	Manual(M6)	
Y	Yes	Auto(AM-S	Auto(AM-S	
N	No	Auto(S6)	Auto(S6)	
N	No	Manual(M5)	Manual(M5)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Manual(M6)	Manual(M6)	
N	No	Auto(AM-S6)	Auto(AM-S6)	
N	No	Auto(S6)	Auto(S6)	Tiguan front
N	No	Auto(S6)	Auto(S6)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
Y	Yes	Auto(S8)	Auto(S8)	Touareg Hybrid

[redacted]	EPA Calculated Gas G	[redacted]	[redacted] (GHG Ratin	#1 Smog R	#1 Mfr Sm	#1 EPA Sm	SmartWay
34.9	[redacted]	7	7	FVGAV02.0APA	9		
48.3	[redacted]	8	8	FVGAV02.0VAL	5		
36.2	[redacted]	7	7	FVGAV02.0APA	9		
34.3	[redacted]	6	6	FVGAV02.0APA	9		
35.2	[redacted]	7	7	FVGAV02.0APA	9		
35.4	[redacted]	7	7	FVGAV02.0AUB	5		
32.3	[redacted]	6	6	FVGAJ02.0AUF	5		
33.1	[redacted]	6	6	FVGAV02.0AUB	5		
31.4	[redacted]	6	6	FVGAJ02.0AUF	5		
32.3	[redacted]	6	6	FVGAJ02.0AUF	5		
33.1	[redacted]	6	6	FVGAV02.0AUB	5		
36.9	[redacted]	7	7	FVGAV02.0AUB	5		
30.0	[redacted]	5	5	FVGAV02.0AUB	5		
28.1	[redacted]	5	5	FVGAJ03.0AUD	5		
37.7	[redacted]	7	6	FVGAJ03.0NU4	5		
27.9	[redacted]	5	5	FVGAJ03.0AUD	5		
37.7	[redacted]	7	6	FVGAJ03.0NU4	5		
28.8	[redacted]	5	5	FVGAV03.0AUE	5		
28.0	[redacted]	5	5	FVGAV04.0NUA	5		
36.9	[redacted]	7	6	FVGAJ03.0NU4	5		
28.8	[redacted]	5	5	FVGAV03.0AUE	5		
27.6	[redacted]	5	5	FVGAV04.0NUA	5		
21.1	[redacted]	4	4	FVGAV06.3VUM	5		
31.2	[redacted]	6	6	FVGAJ02.0AUF	5		
30.0	[redacted]	5	5	FVGAV02.0AUA	5		
29.5	[redacted]	5	5	FVGAV02.0AUA	5		
29.6	[redacted]	5	5	FVGAJ02.0AUF	5		
27.2	[redacted]	5	5	FVGAJ03.0AUD	5		
34.3	[redacted]	7	5	FVGAJ03.0NU4	5		
34.0	[redacted]	6	6	FVGAT02.0AUH	5		
28.1	[redacted]	5	4	FVGAT03.0NU3	5		
23.1	[redacted]	4	4	FVGAT03.0ALT	5		
20.7	[redacted]	4	4	FVGAV04.2NLC	5		
17.2	[redacted]	2	2	FVGAV04.2NLC	5		
19.6	[redacted]	3	3	FVGAV05.2NLD	5		
17.0	[redacted]	2	2	FVGAV05.2NLD	5		
20.7	[redacted]	4	4	FVGAV04.2NLC	5		
17.2	[redacted]	2	2	FVGAV04.2NLC	5		
19.6	[redacted]	3	3	FVGAV05.2NLD	5		
17.0	[redacted]	2	2	FVGAV05.2NLD	5		
22.8	[redacted]	4	4	FVGAV04.2NLB	5		
22.6	[redacted]	4	4	FVGAV04.2NLB	5		
22.6	[redacted]	4	4	FVGAV04.0NUA	5		
33.2	[redacted]	6	6	FVGAV02.0AUA	5		
26.9	[redacted]	5	5	FVGAJ03.0AUD	5		
23.5	[redacted]	5	5	FVGAJ03.0AUD	5		
26.9	[redacted]	5	5	FVGAJ03.0AUD	5		
23.5	[redacted]	5	5	FVGAJ03.0AUD	5		
26.4	[redacted]	5	5	FVGAJ03.0AUD	5		
25.4	[redacted]	5	5	FVGAV04.0NUA	5		
25.4	[redacted]	5	5	FVGAV04.0NUA	5		
25.0	[redacted]	5	5	FVGAV04.0NUA	5		

24.9	[redacted]	4	4 FVGAJ03.0AUD	5
33.3		6	6 FVGAV02.0AUA	5
33.3		6	6 FVGAV02.0AUA	5
23.7		4	4 FVGAV04.0NUA	5
19.5		3	3 FVGAV06.0VLN	5
21.9		4	4 FVGAV04.0NUA	5
18.3		3	3 FVGAV06.0VLN	5
21.9		4	4 FVGAV04.0NUA	5
18.3		3	3 FVGAV06.0VLN	5
15.9		1	1 FVGAV06.8ELP	5
12.6		1	1 FVGAV08.0GLB	5
16.4		1	1 FVGAV06.5LLR	5
14.6		1	1 FVGAV06.5LLR	5
20.0		3	3 FVGAV05.2NLE	5
15.8		1	1 FVGAV06.	5
37.0		7	7 FVGAV02.0VPD	7
35.9		7	7 FVGAV02.0VPD	7
33.9		6	6 FVGAV02.0VPD	7
46.6		8	7 FVGAV02.0VAL	5
33.1		6	6 FVGAV02.0VPD	7
46.4		8	7 FVGAV02.0VAL	5
35.9		7	7 FVGAV02.0VPD	7
33.3		6	6 FVGAV02.0VPD	7
45.8		8	7 FVGAV02.0VAL	5
33.1		6	6 FVGAV02.0VPD	7
45.3		8	7 FVGAV02.0VAL	5
32.2		6	6 FVGAJ02.0VUE	5
31.4		6	6 FVGAJ02.0VUE	5
24.8		5	5 FVGAV03.6VUF	5
32.4		6	6 FVGAV02.0VSE	5
38.9		7	7 FVGAV02.0APA	9
39.3		7	7 FVGAV02.0APA	9
48.3		8	8 FVGAV02.0VAL	5
48.2		8	8 FVGAV02.0VAL	5
35.9		7	7 FVGAV02.0APA	9
35.8		7	7 FVGAV02.0APA	9
39.4		7	7 FVGAV02.0VPD	7
38.4		7	7 FVGAV02.0VPD	7
34.8		7	7 FVGAV02.0VPD	7
49.2		8	8 FVGAV02.0VAL	5
34.9		6	6 FVGAV02.0VUC	5
35.9		7	7 FVGAV02.0VUC	5
48.7		8	8 FVGAV02.0VAL	5
34.0		6	6 FVGAV02.0VPD	7
60.8		10	10 FVGAV01.	7
37.7		7	7 FVGAV02.0VPD	7
37.3		7	7 FVGAV02.0VPD	7
46.2		8	7 FVGAV02.0VAL	5
46.9		8	7 FVGAV02.0VAL	5
28.5		5	5 FVGAV03.6VUG	5
29.7		5	5 FVGAJ02.0VUE	5
29.6		5	5 FVGAJ02.0VUE	5
29.6		5	5 FVGAT03.0NU2	5
25.0		4	4 FVGAT03.6VUK	5
28.2		5	5 FVGAT03.0VUH	5

#3 Smog R #3 Mfr Sm #3 EPA Sm SmartWay #4 Smog R #4 Mfr Sm

FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VPE	7
FVGAV02.0VPE	7
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5
FVGAV02.0VBD	5

[illegible]	You Save $	You Spend $	City CO2 R	Hwy CO2 R	Comb CO2	CO2- Volu	CO2- Volu	CO2-Vol In
	500		379	267	328			
	3250		326	236	285			
	750		362	256	314			
	0		379	280	334			
	500		366	271	323			
	500		374	280	332			
		500	415	295	361			
	0		398	277	343			
		1000	424	303	370			
		500	415	295	361			
	0		398	277	343			
	750		360	272	320			
		1500	452	306	386			
		2000	482	326	412			
	1250		416	267	349			
		2500	493	321	416			
	1250		416	267	349			
		2000	473	303	397			
		2000	484	299	401			
	1000		426	280	360			
		2000	473	303	397			
		2000	492	310	410			
		5750	640	403	534			
		1000	420	317	373			
		1500	451	313	389			
		1500	446	316	387			
		1500	452	322	393			
		2500	496	347	429			
	500		430	328	385			
	0		369	298	337			
		1750	541	369	464			
		4750	570	409	498			
		5750	656	394	538			
		9250	772	439	622			
		6750	686	400	557			
		9250	753	454	618			
		5750	656	394	538			
		9250	772	439	622			
		6750	686	400	557			
		9250	753	454	618			
		4750	562	379	480			
		4750	558	398	486			
		4750	614	355	497			
	0		381	289	340			
		2500	488	321	413			
		3250	519	341	439			
		2500	488	321	413			
		3250	519	341	439			
		2500	500	341	428			
		3250	531	330	441			
		3250	531	330	441			
		3250	534	331	442			

	4000	528	373	458
0		395	284	345
0		395	284	345
	4000	580	347	475
	8000	710	421	580
	5750	638	370	517
	8000	736	443	604
	5750	638	370	517
	8000	736	443	604
	11000	840	501	688
	17500	1050	599	847
	11000	836	481	676
	12750	902	547	742
	6750	629	441	544
	11000	831	523	692
1500		357	270	318
1250		372	270	326
0		377	302	343
2750		332	251	295
0		393	292	347
2750		333	251	296
1250		369	274	326
	500	392	314	357
2750		335	256	300
0		393	292	347
2750		344	254	303
	500	402	284	349
	500	428	278	361
	3250	523	351	446
	500	405	292	354
2000		352	247	305
2250		350	240	300
3250		326	236	285
3250		334	227	286
750		358	271	319
750		355	258	311
2250		347	238	298
2000		351	239	301
500		379	281	334
3250		324	228	281
1000		395	265	337
1500		357	259	313
3250		332	223	283
0		389	274	338
4750		212	185	200
1500		363	247	311
1500		366	251	314
2750		344	243	298
3000		341	234	293
	1500	449	319	390
	1500	431	344	392
	1500	435	344	394
	1250	517	351	442
	4000	520	391	462
	2500	447	372	413

[illegible]	[illegible]	[illegible]	[illegible]	240V Char	120V Char	PHEV Tota
309.0	191.0	255.9	378.7	267.1	328.5
247.7	165.1	210.5	325.6	236.3	285.4
289.0	188.0	243.6	362.1	255.5	314.1
305.0	200.0	257.8	378.6	280.1	334.3
294.0	198.0	250.8	366.0	271.0	323.2
292.0	199.0	250.2	373.7	280.2	331.6
327.0	210.0	274.4	415.0	295.0	361.0
321.2	202.4	267.7	398.0	276.6	343.4
335.0	216.0	281.4	424.4	303.1	369.8
327.0	210.0	274.4	415.0	295.0	361.0
321.2	202.4	267.7	398.0	276.6	343.4
282.0	189.0	240.2	360.0	272.0	320.4
358.0	219.0	295.4	452.0	306.0	386.3
383.5	233.0	315.8	481.7	326.0	411.6
331.0	194.0	269.4	415.7	267.3	348.9
385.0	236.0	318.0	492.9	320.9	415.6
331.0	194.0	269.4	415.7	267.3	348.9
376.5	225.0	308.3	473.4	302.9	396.7
391.0	224.0	315.9	483.9	299.0	400.7
339.0	198.0	275.6	425.6	280.1	360.1
376.5	225.0	308.3	473.4	302.9	396.7
396.0	226.0	319.5	492.3	309.7	410.1
515.0	310.0	422.8	640.3	403.3	533.6
331.0	226.0	283.8	419.7	316.6	373.3
357.5	223.0	297.0	451.0	312.5	388.7
357.0	230.0	299.9	445.6	315.7	387.1
358.0	230.0	300.4	451.6	321.9	393.2
390.0	251.0	327.4	496.0	347.0	429.0
348.0	231.0	295.4	430.5	328.5	384.6
380.0	223.0	309.4	369.0	298.0	337.0
446.0	260.0	362.3	541.0	369.0	463.6
458.0	295.0	384.6	569.6	409.5	497.6
540.6	299.8	432.3	656.3	394.3	538.4
651.3	362.7	521.4	771.6	439.1	622.0
577.0	309.4	456.6	685.6	400.2	557.2
646.3	377.5	525.3	753.1	454.0	618.5
540.6	299.8	432.3	656.3	394.3	538.4
651.3	362.7	521.4	771.6	439.1	622.0
577.0	309.4	456.6	685.6	400.2	557.2
646.3	377.5	525.3	753.1	454.0	618.5
466.0	296.0	389.5	562.0	379.0	479.6
463.0	307.0	392.8	558.0	398.0	486.0
499.5	269.5	396.0	613.8	354.8	497.3
311.0	214.0	267.4	381.4	289.2	339.9
396.0	248.0	329.4	488.0	321.0	412.8
443.0	266.0	363.4	519.0	341.0	438.9
396.0	248.0	329.4	488.0	321.0	412.8
443.0	266.0	363.4	519.0	341.0	438.9
401.0	256.0	335.8	500.0	341.0	428.4
427.7	252.5	348.9	530.7	330.5	440.6
427.7	252.5	348.9	530.7	330.5	440.6
444.0	243.0	353.6	534.0	330.6	442.5

427.0	269.0	355.9	528.0	372.7	458.1
312.7	210.3	266.6	395.4	284.3	345.4
312.7	210.3	266.6	395.4	284.3	345.4
462.0	263.0	372.4	580.0	347.0	475.2
576.0	314.0	458.1	709.5	420.8	579.6
511.0	278.0	406.2	638.3	369.6	517.4
617.0	333.0	489.2	736.3	442.9	604.3
511.0	278.0	406.2	638.3	369.6	517.4
617.0	333.0	489.2	736.3	442.9	604.3
690.0	408.0	563.1	840.4	501.0	687.7
885.0	495.0	709.5	1050.0	599.0	847.0
705.0	353.0	546.6	836.0	481.0	676.2
771.0	418.0	612.2	902.0	547.0	742.2
524.0	346.0	443.9	628.6	441.0	544.2
708.0	392.0	565.8	831.0	523.0	692.4
277.9	191.7	239.1	357.0	270.4	318.0
290.3	191.7	245.9	371.7	270.4	326.1
306.6	211.2	263.7	377.1	302.3	343.4
253.0	176.0	218.4	331.8	251.0	295.4
322.0	206.1	269.8	392.7	291.6	347.2
254.0	176.0	218.9	333.0	251.0	296.1
287.7	194.3	245.7	368.6	273.9	326.0
308.8	219.0	268.4	392.5	313.5	357.0
256.0	180.0	221.8	335.4	256.4	299.8
322.0	206.1	269.8	392.7	291.6	347.2
263.0	178.0	224.8	343.6	253.7	303.2
327.7	209.1	274.3	402.3	284.1	349.2
347.4	204.8	283.2	428.4	278.4	360.9
434.0	265.0	358.0	523.0	351.0	445.6
321.0	213.0	272.4	404.7	291.7	353.9
274.0	174.0	229.0	352.4	246.5	304.7
272.0	169.0	225.6	350.1	239.8	300.5
247.7	165.1	210.5	325.6	236.3	285.4
255.0	158.0	211.4	334.2	226.8	285.9
288.0	195.0	246.2	358.0	270.7	318.7
294.0	191.0	247.7	354.6	257.9	311.1
269.6	168.0	223.9	347.2	238.5	298.3
272.8	168.4	225.8	351.0	239.0	300.6
302.4	201.2	256.9	378.6	280.6	334.5
246.0	159.0	206.8	323.6	228.1	280.6
310.0	188.0	255.1	394.9	265.4	336.6
302.0	179.0	246.6	356.6	259.3	312.8
253.0	155.0	208.9	331.8	222.7	282.7
316.2	198.2	263.1	389.2	274.4	337.5
155.0	136.0	146.4	211.9	184.8	199.7
283.0	174.7	234.3	363.0	247.5	311.0
285.3	177.3	236.7	365.8	251.0	314.1
263.0	170.0	221.2	343.6	242.9	298.3
261.0	163.0	217.0	341.3	233.5	292.8
372.0	238.0	311.7	449.0	319.0	390.5
340.8	246.4	298.3	431.3	344.0	392.0
343.9	246.4	300.0	435.0	344.0	394.0
422.0	248.0	343.7	517.0	351.0	442.3
416.0	281.0	355.2	520.1	390.6	461.8
354.0	267.0	314.8	446.9	371.8	413.1

[illegible]	[illegible]	Comb Vol Higher	Final Labe	EPA_FUEL	EPA_GHG	EPA_AMT
	N	3.7	3.7			
	N	2.8	2.8			
	N	3.6	3.6			
	N	3.8	3.8			
	N	3.7	3.7			
	N	3.7	3.7			
	N	4.0	4.0			
	N	3.8	3.8			
	N	4.2	4.2			
	N	4.0	4.0			
	N	3.8	3.8			
	N	3.6	3.6			
	N	4.3	4.3			
	N	4.5	4.5			
	N	3.4	3.4			
	N	4.8	4.8			
	N	3.4	3.4			
	N	4.5	4.5			
	N	4.5	4.5			
	N	3.6	3.6			
	N	4.5	4.5			
	N	4.5	4.5			
	N	5.9	5.9			
	N	4.2	4.2			
	N	4.3	4.3			
	N	4.3	4.3			
	N	4.3	4.3			
	N	4.8	4.8			
	N	3.7	3.7			
	N	3.8	3.8			
	N	4.5	4.5			
	N	5.6	5.6			
	N	5.9	5.9			
	N	7.1	7.1			
	N	6.2	6.2			
	N	7.1	7.1			
	N	5.9	5.9			
	N	7.1	7.1			
	N	6.2	6.2			
	N	7.1	7.1			
	N	5.6	5.6			
	N	5.6	5.6			
	N	5.6	5.6			
	N	3.8	3.8			
	N	4.8	4.8			
	N	5.0	5.0			
	N	4.8	4.8			
	N	5.0	5.0			
	N	4.8	4.8			
	N	5.0	5.0			
	N	5.0	5.0			
	N	5.0	5.0			

N	5.3	5.3
N	3.8	3.8
N	3.8	3.8
N	5.3	5.3
N	6.7	6.7
N	5.9	5.9
N	6.7	6.7
N	5.9	5.9
N	6.7	6.7
N	7.7	7.7
N	10.0	10.0
N	7.7	7.7
N	8.3	8.3
N	6.2	6.2
N	7.7	7.7
N	3.6	3.6
N	3.7	3.7
N	3.8	3.8
N	2.9	2.9
N	3.8	3.8
N	2.9	2.9
N	3.7	3.7
N	4.0	4.0
N	2.9	2.9
N	3.8	3.8
N	2.9	2.9
N	4.0	4.0
N	4.0	4.0
N	5.0	5.0
N	4.0	4.0
N	3.4	3.4
N	3.3	3.3
N	2.8	2.8
N	2.8	2.8
N	3.6	3.6
N	3.6	3.6
N	3.3	3.3
N	3.4	3.4
N	3.7	3.7
N	2.8	2.8
N	3.8	3.8
N	3.6	3.6
N	2.8	2.8
N	3.8	3.8
N	2.2	2.2
N	3.6	3.6
N	3.6	3.6
N	2.9	2.9
N	2.9	2.9
N	4.3	4.3
N	4.3	4.3
N	4.3	4.3
N	4.3	4.3
N	5.3	5.3
N	4.8	4.8

| [illegible] | [illegible] | [illegible] |

Mr Richard E Thomas Jr
Mr Richard E Thomas Jr
Mr Richard E Thomas Jr

mined)

To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Tue 9/9/2014 5:33:53 PM
Subject: RE: 2015 FE Guide

Thank you Dave; I just corrected the stop/start indicator to read yes.

From: Good, David [mailto:good.david@epa.gov]
Sent: Tuesday, September 09, 2014 12:28 PM
To: Thomas, Richard (EEO)
Subject: 2015 FE Guide

Richard,

Attached is the data I sent to DOE on 8/29/2014 for the 2015 Printed Guide.

I guess there was one error in the Jetta Hybrid (which I corrected). Please revise Verify when you get a chance.

Thanks

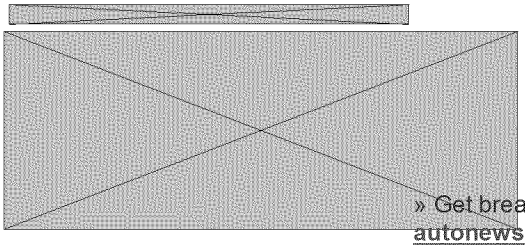
Dave

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Automotive News
Sent: Tue 9/9/2014 8:42:34 PM
Subject: DAILY: Dodge Challenger Hellcat dealer ordering begins | U.S. sales strength will hold through the year, Edmunds says | The connected car, circa 1956

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Dodge Challenger Hellcat dealer ordering begins -- with a catch

September 9, 2014



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Dodge Challenger Hellcat dealer ordering begins -- with a catch

8:00 am U.S. ET | Sep 9

Dodge will open dealer ordering for its new 707-hp 2015 Dodge Challenger SRT Hellcat today, but the brand is changing its normal allocation methods to make sure the high-powered coupe gets into the hands of waiting enthusiasts. ... » READ

U.S. sales strength will hold through the year, Edmunds says

4:24 pm U.S. ET | Sep 9

August's surge in auto demand in the United States could help lift this year's sales totals above levels last seen in 2006, Edmunds.com analysts said today. ...

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Racing-inspired $120,000 2016 Mercedes-AMG GT zooms into U.S. in April

2:30 pm U.S. ET | Sep 9

The 2016 Mercedes-AMG GT two-door, the second vehicle developed by the brand's in-house performance arm, goes on sale in the United States next April. ...
» READ

Hyundai taps actor Paul Rudd as new U.S. pitchman

UPDATED: 9/9/14 6:30 am ET - adds details
6:10 pm U.S. ET | Sep 8

Hyundai, in a push to appeal to younger buyers in the United States, has selected actor Paul Rudd as the brand's new celebrity pitchman. ... » READ

Delphi CEO O'Neal to retire in March; CFO Clark to succeed him

10:15 am U.S. ET | Sep 9

Delphi Automotive said CEO Rodney O'Neal will retire in March and be succeeded by CFO Kevin Clark. O'Neal, 61, will remain with Delphi as an adviser until the end of 2015, the former General Motors parts unit said in a statement today. Clark, 52, becomes COO on Oct. 1 before taking the top job March 1. ... » READ

Major roadblocks still exist for driverless cars, panel says

8:43 pm U.S. ET | Sep 8

Improving sensor technology, solving legal issues and getting real-time mapping and traffic information into vehicles are three roadblocks that need to be removed before driverless cars can take to the roads, a panel of experts concluded Monday in Detroit. ... » READ

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Musk sees Tesla's future in diamond-shaped Nevada 'gigafactory'

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» Oct. 15 - Best Dealerships To Work For

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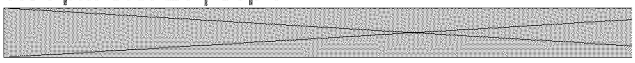
Audi plans to take over the wheel in stop-and-go driving

12:56 pm U.S. ET | Sep 9



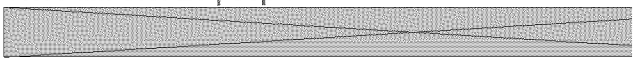
Universal map accuracy will be crucial to autonomous vehicles, transport official says

3:54 pm U.S. ET | Sep 9



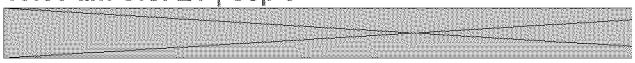
ZF's takeover bid for TRW causes stir in supplier's German home town

11:09 am U.S. ET | Sep 9



California generates 40% of U.S. plug-in car sales, report says

10:55 am U.S. ET | Sep 9



Decision to build BMW's new electric Mini months away

1:25 pm U.S. ET | Sep 9

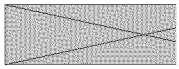


14 - Automotive News World Congress
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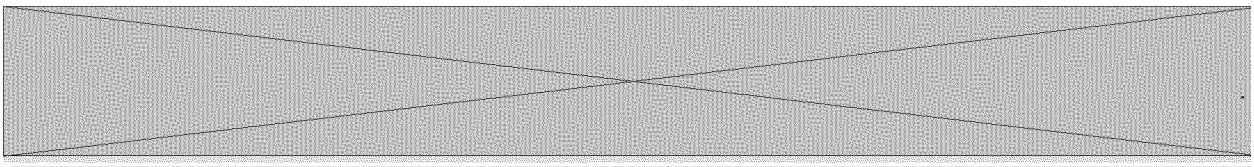
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» Sept. 18 - Social Media Advertising by Digital Air Strike
» Sept. 23 - Asset Maintenance

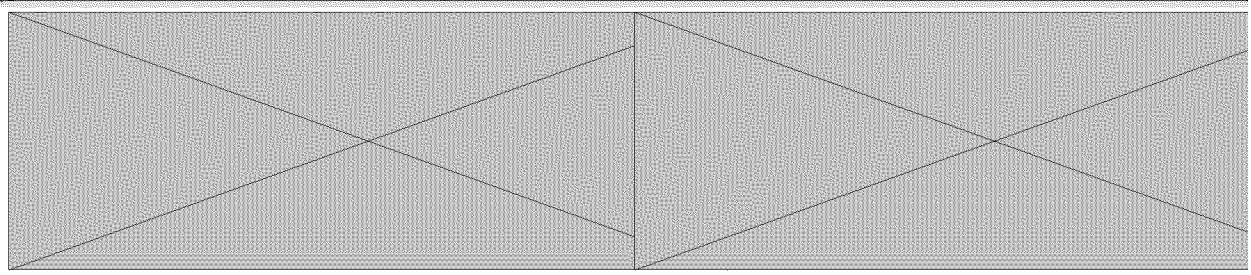
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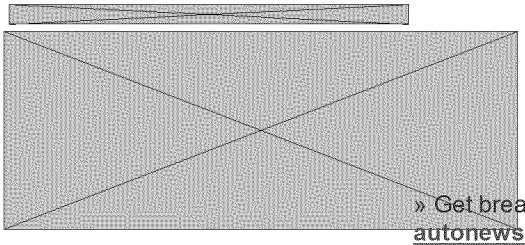
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From: Automotive News
Sent: Tue 9/9/2014 8:42:36 PM
Subject: DAILY: Dodge Challenger Hellcat dealer ordering begins | U.S. sales strength will hold through the year, Edmunds says | The connected car, circa 1956

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Dodge Challenger Hellcat dealer ordering begins -- with a catch

September 9, 2014



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TOP NEWS

Dodge Challenger Hellcat dealer ordering begins -- with a catch

8:00 am U.S. ET | Sep 9

Dodge will open dealer ordering for its new 707-hp 2015 Dodge Challenger SRT Hellcat today, but the brand is changing its normal allocation methods to make sure the high-powered coupe gets into the hands of waiting enthusiasts. ... » READ

U.S. sales strength will hold through the year, Edmunds says

4:24 pm U.S. ET | Sep 9

August's surge in auto demand in the United States could help lift this year's sales totals above levels last seen in 2006, Edmunds.com analysts said today. ...

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Your dealership's staff wants chat software that is easy to use, helps them do their job faster and smarter, and improves the online experience to make happier customers. Check out ActivEngage's new dealer chat software and view the unique features we've added for your team!

Racing-inspired $120,000 2016 Mercedes-AMG GT zooms into U.S. in April

2:30 pm U.S. ET | Sep 9

The 2016 Mercedes-AMG GT two-door, the second vehicle developed by the brand's in-house performance arm, goes on sale in the United States next April. ...
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Hyundai taps actor Paul Rudd as new U.S. pitchman

UPDATED: 9/9/14 6:30 am ET - adds details
6:10 pm U.S. ET | Sep 8

Hyundai, in a push to appeal to younger buyers in the United States, has selected actor Paul Rudd as the brand's new celebrity pitchman. ... » READ

Delphi CEO O'Neal to retire in March; CFO Clark to succeed him

10:15 am U.S. ET | Sep 9

Delphi Automotive said CEO Rodney O'Neal will retire in March and be succeeded by CFO Kevin Clark. O'Neal, 61, will remain with Delphi as an adviser until the end of 2015, the former General Motors parts unit said in a statement today. Clark, 52, becomes COO on Oct. 1 before taking the top job March 1. ... » READ

Major roadblocks still exist for driverless cars, panel says

8:43 pm U.S. ET | Sep 8

Improving sensor technology, solving legal issues and getting real-time mapping and traffic information into vehicles are three roadblocks that need to be removed before driverless cars can take to the roads, a panel of experts concluded Monday in Detroit. ... » READ

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2015 Chevy Colorado, GMC Canyon rated at 21 mpg, GM says

Musk sees Tesla's future in diamond-shaped Nevada 'gigafactory'

Viral video rankings for week of 9/9/14

Land Rover wants to send you to space

12:01 am U.S. ET | Sep 9

Land Rover is teaming up with commercial space flight company Virgin Galactic in a competition promoting its recently unveiled Discovery Sport. ... » Watch the videos

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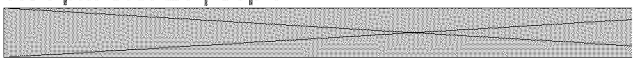
Audi plans to take over the wheel in stop-and-go driving

12:56 pm U.S. ET | Sep 9



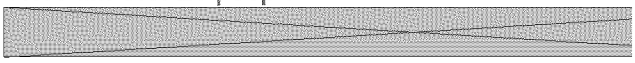
Universal map accuracy will be crucial to autonomous vehicles, transport official says

3:54 pm U.S. ET | Sep 9



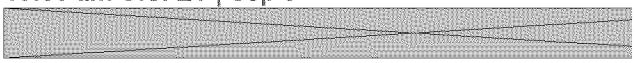
ZF's takeover bid for TRW causes stir in supplier's German home town

11:09 am U.S. ET | Sep 9



California generates 40% of U.S. plug-in car sales, report says

10:55 am U.S. ET | Sep 9



Decision to build BMW's new electric Mini months away

1:25 pm U.S. ET | Sep 9

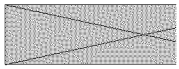


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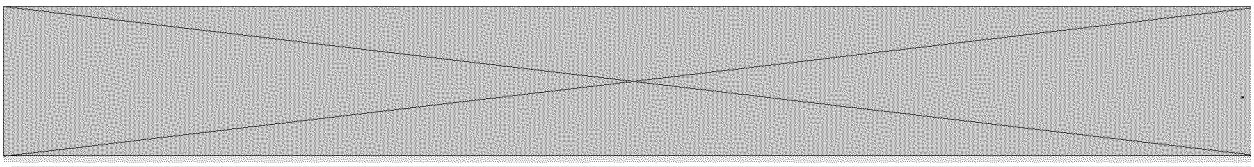
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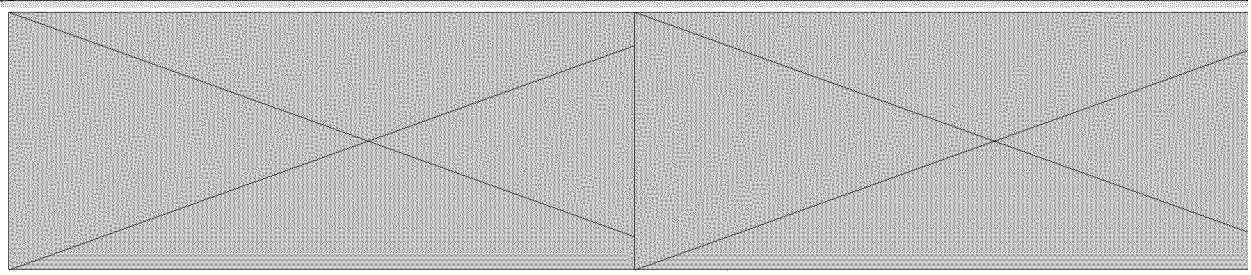
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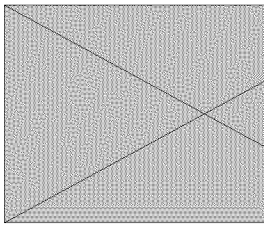


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Sent: Wed 9/10/2014 8:00:54 AM
Subject: GM to Add V2V to '17 Cadillacs

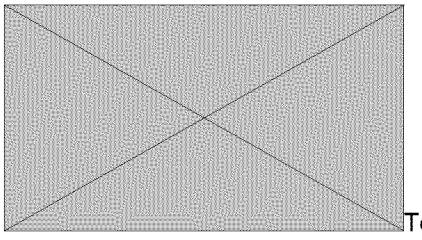
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September 10, 2014

Tenneco Hopes to Mainstream Intelligent Suspension Systems



Tenneco's "intelligent" suspension systems combine electronics with hydraulic valves to adjust shock absorber damping levels to road conditions, as well as speed and cornering inputs, to achieve an optimal balance between ride comfort and vehicle handling.

FULL ARTICLE

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The race to 54.5 mpg by 2025 is on.

ArcelorMittal's commercially available advanced steel grades, coupled with emerging and longer-term breakthrough steels, provide Body-in-White weight reduction solutions that will help automakers achieve 54.5 mpg by 2025, at a lower cost – and with lower total life cycle CO2 emissions – than competing materials. Click Here

Bill Ford Supports Autonomous Cars, Trains in Megacities

A conundrum: Isn't Ford in the business of selling as many cars and trucks as possible? "I think any business only exists to make people's lives better, period," Ford says. "Shoving more vehicles into an urban environment isn't doing that."

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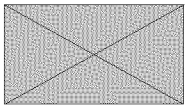
Bringing new vehicles to market has never been more challenging. Not only are new vehicles more complex than ever before, but supply chains are stretched, consumers are more demanding and even small delays can cost millions of dollars per model.

Download "Time To Market: The Need for Speed in the Automotive Industry" Whitepaper

Gallery: ITS World Congress Technology Showcase

Detroit's Belle Isle is hosting a Technology Showcase this week as part of ITS World Congress, which is dedicated to a future of connected, autonomous vehicles.

Autoline Daily

 Jaguar Reveals XE; Dodge Finally Slashes Viper Price; The Dude Doesn't Abide

Moscow Auto Show Highlights Lada, Chevrolet Concepts

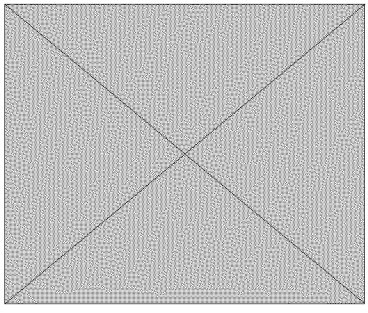
Nissan's revived low-cost Datsun brand, which is participating in the Moscow show for the first time, introduces its second model, the Datsun mi-DO.

FULL ARTICLE

Gallery: 2014 Moscow Auto Show

Lada manufacturer AvtoVAZ shows two significant concepts which are close to serial production. They are the first two new models unveiled since the Renault-Nissan Alliance acquired a majority stake in AvtoVAZ in June.

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Protomold Protogami

Protogami's three-dimensional flexagons create a continual kaleidocycle that exposes a different set of triangular faces with each turn of its living hinges. It lets product designers and engineers see commonly used materials like ABS, PC and acetal, and how they interact with difference surface finishes. Register for a free Protogami today.

GM to Add V2V, Autonomous-Driving

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Technologies to ’17 Cadillacs

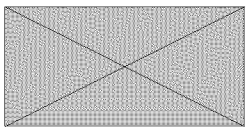
In a speech today opening a week-long Intelligent Transportation Systems World Congress, GM CEO Mary Barra says V2V and Super Cruise autonomous technology contain authentic market and societal benefits.

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WardsAuto Poll

Safety will be a big topic at the ITS World Congress in Detroit. Which emerging tech will have the greatest impact in reducing traffic fatalities by 2020? Vote in our poll.

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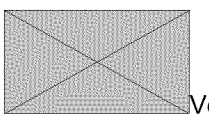
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Delphi Takes Back Seat in Autonomous Driving Debate

Delphi already provides vision and radar systems, such as lane-keeping and adaptive cruise control, that warn drivers of a threat. Its V2V technology goes a step further.

FULL ARTICLE

Test Drive: Range Sole Compromise With New e-Golf

 Volkswagen’s first EV for the U.S. market comes with all the room, comfort and drivability of the standard Golf 5-door.

FULL ARTICLE

Gallery: '15 Volkswagen e-Golf

Some stylistic and aerodynamic tweaks separate the e-Golf from the

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conventionally powered model, but more impressive is how much the two cars are alike in packaging, ride and handling.

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Join us at this year's event, which features a compelling line-up focusing on the most relevant issues surrounding electronics technology. Learn about the exiting new format for 2014 – Visit www.sae.org/convergence.

Toyota Gears Up for ITS World Congress

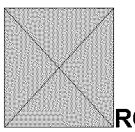
Discussions at the ITS World Congress in Detroit will center on questions about legislation, data protection and liability – specifically, where it rests if a computer-guided car goes the wrong way and causes mayhem, injury or death.

FULL ARTICLE

Gallery: Toyota Advanced Safety Seminar

In setting the stage for the ITS World Congress in Detroit, which runs from Sept. 7 to 11, Toyota hosted an Advanced Safety Seminar in Ypsilanti, MI, on Sept. 4.

Honda's Showing Some Fighting Spirit

 **ROAD AHEAD BLOG**
After recent years of lengthier lifecycles, Honda is taking a page from competitors, and its' own history, by bringing a new Civic out earlier than expected.

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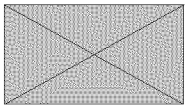
Insider View: Infiniti's Bartsch on Brewing Product Storm

The Nissan luxury brand's top U.S. sales executive says while the brand is waiting for new product to arrive it is getting its design DNA in order.

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VideoWire

 Bill Ford on Rolling Out New Technology; GM's Connected Car; EVs in Ireland

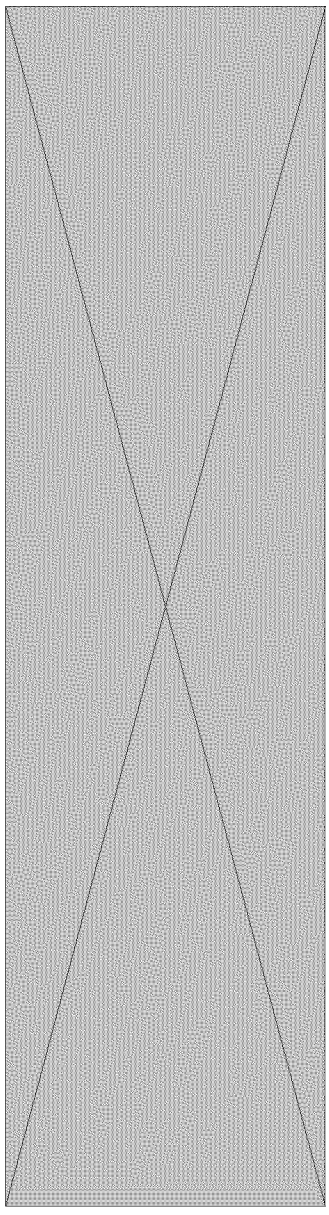
Magna Looking Back to Bright Future

It took nine years for Magna's electronics plant in Holly, MI, to produce 10 million rearview cameras, but another 10 million will be assembled within the next 18 months.

FULL ARTICLE

Gallery: Magna Electronics Plant in Holly, MI

Production at Magna's Holly, MI, plant has scaled up to 20,000 cameras daily shipped to 47 OEM locations, primarily in North and South America. The plant serves 15 automaker customers.



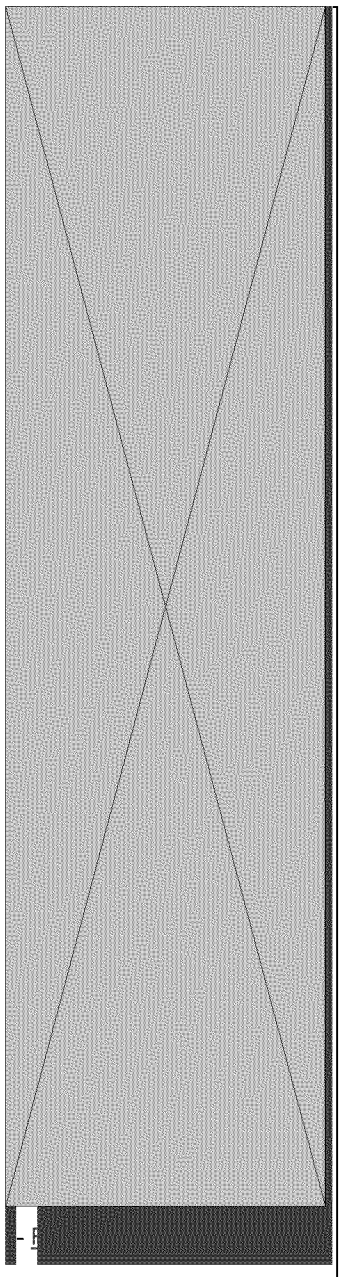
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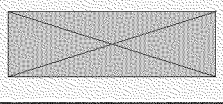
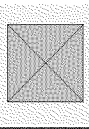
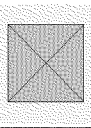
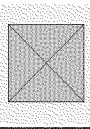
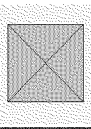
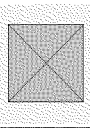
Bringing new vehicles to market has never been more challenging. Not only are new vehicles more



complex than ever before, but supply chains are stretched, consumers are more demanding and even small delays can cost millions of dollars per model.

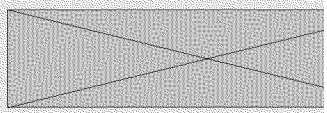
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From: Snyder, Jim
Sent: Wed 9/10/2014 1:54:08 PM
Subject: RE: VW Durability Plan for 2016

Thanks, I'll look it over.

From: [Ex. 7 @vw.com]
Sent: Tuesday, September 09, 2014 10:32 AM
To: Snyder, Jim
Cc: [Ex. 7]
Subject: VW Durability Plan for 2016

Hello Jim,

We have uploaded to the Verify system a request for EPA approval relating to the carryover of VW Group's Durability Plan for the 2016 model year. Please review and approve this plan at your earliest convenience.

Regards,

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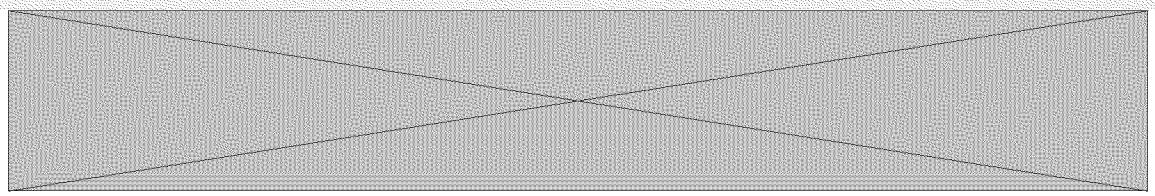
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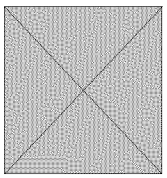
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Subject: Green Car Report Daily Headlines

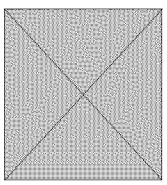
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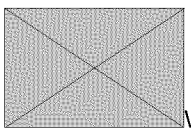
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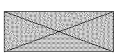
Self-Driving Teslas, Mitsubishi Outlander PHEV Gas Mileage, Hydrogen-Car Skeptics: Today's Car News

Sep 10, 2014 03:29 pm | feedback@highgearmedia.com (Stephen Edelstein)

 We've got stories form all across the green-car spectrum today. Elon Musk says Tesla Motors will build self-driving cars in about three years, Volkswagen's Japan chief expresses skepticism over hydrogen fuel cells, and we drive the Mitsubishi Outlander Plug-in Hybrid crossover. All this and more on Green Car Reports. Tesla will produce...

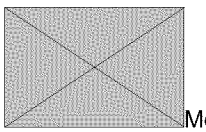
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Volkswagen Japan Chief: Fuel-Cell Cars May Struggle Outside Of Japan

Sep 10, 2014 12:00 pm | feedback@highgearmedia.com (Antony Ingram)

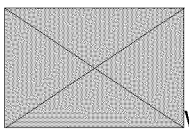
 Most major automakers have nailed their colors to their mast when it comes to alternative powertrains for the future. For Volkswagen, that's electric vehicles at its most extreme. Japanese automaker Toyota has taken a different path, and is hedging its bets on

hydrogen fuel cells. Few share Toyota's vision and VW has just added itself to the list...

comments | read more

Ford Adds Tesla-Like Touchscreen (But Smaller) To Police Interceptor

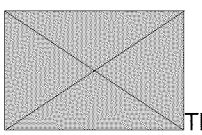
Sep 10, 2014 01:57 pm | feedback@highgearmedia.com (Stephen Edelstein)

 What does the Ford Police Interceptor have in common with the Tesla Model S electric car? The Tesla has a massive center-stack touchscreen for secondary controls, and now the Ford has one two, albeit a bit smaller. Unveiled at the recent ITS World Congress in Detroit (via Sam Abuelsamid), the screen only measures 12.1 inches--compared to the...

comments | read more

Mitsubishi Outlander Plug-In Hybrid: Gas Mileage Drive Report

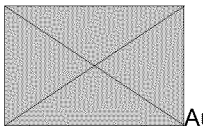
Sep 10, 2014 11:30 am | feedback@highgearmedia.com (Antony Ingram)

 The Mitsubishi Outlander Plug-In Hybrid isn't a "forbidden fruit", but it sure feels like one to American customers right now. A series of delays has pushed its on-sale date to fall 2015, almost two years after it debuted in Japan and a full year after it went on sale in Europe. Luckily, that European availability means we've been able to get...

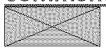
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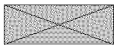
Self-Driving Cars From Tesla In About 3 Years, Says CEO Elon Musk

Sep 10, 2014 11:00 am | feedback@highgearmedia.com (Antony Ingram)

 Autonomous vehicles have become a hot talking point in recent years, as major firms like Google continue high-profile development of the technology. Elon Musk, CEO of Tesla Motors [NSDQ:TSLA] has also expressed an interest in recent years, and now tells Nikkei that the firm could introduce self-driving technology in the next three years. Musk says...

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Update your profile

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Ex. 6
Sent: Wed 9/10/2014 6:52:59 PM
Subject: Fwd: [Fueleconomy] Recall Affects Mileage

Mr. Snyder,

Was wondering if you got a response from VW yet. I see a lot of complaints on the message boards about low gas milage for the Jetta Hybrid. Consumer Reports test of the 2013 Jetta hybrid resulted in a 37 mpg combined average. My personal experience was that the recall transmission modification dropped my combined average gas milage by 4 mpg. Don't know if this was due to the characteristics of the mod itself or errors made in implementing the mod. It will be interesting to see how VW responds and if the car should be retested.

Thanks,
Ex. 6

Begin forwarded message:

From: Ex. 6 Ex. 6
Subject: Re: [Fueleconomy] Recall Affects Mileage
Date: August 28, 2014 at 9:53:35 PM EDT
To: "Snyder, Jim" <Snyder.Jim@epa.gov>

Mr. Snyder,

Thank you very much for your reply. I look forward to hearing what response you get from VW and if you think their FE tests should be redone with possible changes in the advertised EPA mpg ratings.

Ex. 6

On Aug 28, 2014, at 4:41 PM, Snyder, Jim <Snyder.Jim@epa.gov> wrote:

Ex. 6

I am in the Compliance Division and your email thread just made its way to me today. Historically the EPA was only interested in the possible emissions effects and not in any FE effects due to manufacturer recall campaigns or service bulletins. With the passing of the Greenhouse Gas Regulations such possible fuel economy changes could impact the manufacturer's declared CO2 output and their reported calculations could require revision. I do not think there is anything in the GHG regs with regard to the customer but some

companies whose FE was found incorrect have voluntarily compensated customers on their own or through Class action agreements.

I was not aware of this particular VW recall until now so I am not familiar with the details of it. Just reading it I don't see mention of a calibration change. For starters, I will ask VW for a more detailed description of everything that is done for this campaign and what effect it has on fuel economy.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
snyder.jim@epa.gov

From: Pugliese, Holly On Behalf Of ComplianceInfo
Sent: Thursday, August 28, 2014 11:05 AM
To: Snyder, Jim
Subject: FW: [Fueleconomy] Recall Affects Mileage

Hi Jim. This long email trail just came to the compliance info box. This is the first time I'm seeing it there, but take a look and see if there is anything that can be said.

Thanks.

Holly Pugliese
Office of Transportation and Air Quality
US EPA

From: Ex. 6 Ex. 6
Sent: Thursday, August 28, 2014 10:59 AM
To: ComplianceInfo
Subject: Fwd: [Fueleconomy] Recall Affects Mileage

Please respond to this question as stated in the email thread below.

If a manufacturer recalls a car to make safety changes, and the changes result in lower gas milage, what is the manufacturer's responsibility to the customer who bought the car based on its gas milage performance?

Ex. 6

Begin forwarded message:

From: Ex. 6 Ex. 6
Subject: Re: [Fueleconomy] Recall Affects Mileage
Date: August 14, 2014 at 4:42:29 PM EDT
To: FuelEconomy <fueleconomy@ornl.gov>

Thanks. I will look forward to their response.

I know EPA was involved with Ford and their low milage, but that was due to testing errors and not a recall. Maybe if low milage exists for any reason, EPA would be interested in verifying that their ratings are not flawed, especially if there is evidence of lower than rated milage by independent testers or consumer real world experience in general.

Ex. 6

On Aug 14, 2014, at 4:30 PM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Ex. 6

Your email was re-sent to the EPA yesterday and this afternoon we received a response that it has been forwarded to one of their certification representatives with a request for him to respond to you. The EPA will have to clarify their position on this but it is likely a complicated issue without a simple answer. There was a case in the past involving Honda Civic Hybrids that were recalled and it was claimed by many consumers that the recall work lowered their fuel economy. There were quite a number of complaints and ultimately it was settled in court as a class action lawsuit between the affected consumers and Honda but the EPA did not get actively involved to our knowledge. The EPA is responsible for ensuring that Federal procedures are followed during certification and that no errors are made but assuming that the manufacture certified the vehicle correctly and in good faith, future unanticipated work performed on a model may be outside of EPA's scope unless there is sufficient data to force an investigation.

Hopefully the EPA will respond to your email this time. We at www.fueleconomy.gov get our data from the EPA but we are not in a position to speak on EPA's behalf about their policies regarding investigations and enforcement. If you do not hear back in the next week or so, we can only suggest contacting them directly at: http://www.epa.gov/otaq/oms-cmt.htm .

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Ex. 6 Ex. 6
Sent: Wednesday, August 13, 2014 12:15 PM
To: FuelEconomy
Subject: Re: [Fueleconomy] Recall Affects Mileage

I haven't heard anything from EPA. Could you check the status on this and let me know if I will be hearing from them soon, or should I contact someone specifically?

Ex. 6

On Aug 1, 2014, at 6:10 PM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Ex. 6

Thank you for the additional information. This has been forwarded on to our contact at EPA. He will likely respond to you directly but if we hear back on this we will forward that response to you.

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Ex. 6 mailto: Ex. 6
Sent: Friday, August 01, 2014 12:54 PM
To: FuelEconomy
Subject: Re: [Fueleconomy] Recall Affects Milage

Thank you. Here are the details.

I bought a 2013 Jetta Hybrid that is mpg rated at 48 highway, 45 combined, and 42 city. I worked real hard at learning how to drive this car so I could consistently get 45 mpg average. Then, at 8630 miles I took it in for a factory safety recall that changed the transmission synthetic fluid to a mineral based fluid and reprogramed the transmission control software.

Since then I have not been able to ever achieve the 45 mpg average again even with the same or even more careful driving protocol. 41 to 42mpg

average is the best I can do. I took it to the dealer at 14,961miles. They tested the car and recorded and documented a mpg of 36.2, even worse than mine. A VW corporate troubleshooter then tested the car on the interstate at a steady 70 mph for 55 miles and recorded and documented 46.1 mpg. He then declared there was nothing wrong with the car and that it was within the estimated mpg ratings.

I am dissatisfied with the VW response because I believe the car is now different than the car I bought and is underperforming the rated mpg.

My question is, what is the manufacturer's responsibility to the customer who bought this car based in large part on its advertised gas milage performance?

Sincerely,

Ex. 6

Ex. 6

On Aug 1, 2014, at 11:10 AM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Hello Ex. 6

Thank you for contacting us. The Fuel Economy Website is produced at Oak Ridge National Laboratory with data supplied to us by the EPA. If you would like to provide us with details about your vehicle and the recall work done that may affect fuel economy, we would be happy to forward that to our contact at the EPA for a response. Alternatively, you could contact the EPA directly. The EPA's Office of Transportation and Air Quality is responsible for all vehicle testing, certification, and labeling. Their testing facility is located in Ann Arbor, Michigan and can be found on the web at:http://www.epa.gov/nvfel/ Their main contact page is at: http://www.epa.gov/otaq/oms-cmt.htm . You could also send an email to complianceinfo@epa.gov . Sorry we cannot provide you with a direct answer but this must be addressed by the EPA.

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Ex. 6 mai Ex. 6
Sent: Thursday, July 31, 2014 4:17 PM
To: FuelEconomy
Subject: [Fueleconomy] Recall Affects Milage

If a manufacturer recalls a car to make safety changes, and the changes result in lower gas milage, what is the manufacturer's responsibility to the customer who bought the car based on its gas milage performance?

Ex. 6

To: Ex. 6
From: Ball, Joel
Sent: Wed 9/10/2014 8:31:00 PM
Subject: RE: Emissions Warranty-8/80 EPA-420-F-09-048

Hello Ex. 6

As you pointed out, the Clean Air Act allows the EPA to designate other components as specified major emission control components subject to the 8 year /80,000 mile warranty if the (A) the device or component was not in general use on vehicles and engines manufactured prior to the model year1990; and(B) the Administrator determines that the retail cost(exclusive of installation costs) of such device or component exceeds $200 (in 1989 dollars). This does not mean that any component that meets these 2 requirements is automatically covered under the 8 year 80,000 mile warranty. At this point, EPA has not added any components to the list of specified major emission control components.

The regulations you pointed out in 85.2103 pre-date the 1990 amendments to the Clean Air Act which specified the warranty period as 2 years or 24,000 miles for emissions control components and 8 years or 80,000 miles for the specified major emission control components. The fact that your state requires you to pass emissions tests means that you qualify for the emissions performance warranty, however, it does not override the warranty limitations specified in the Clean Air Act. I am afraid there is nothing EPA can do to assist you in filing a warranty claim in this case due to the fact that you are outside the warranty period specified in the Clean Air Act.

Best regards,

Joel Ball
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4238
ball.joel@epa.gov

From: Ex. 6
Sent: Wednesday, September 10, 2014 2:46 PM
To: Ball, Joel
Subject: RE: Emissions Warranty-8/80 EPA-420-F-09-048

Hi Mr. Ball,

I appreciate your quick response in addressing my question. I have some additional questions; please forward my inquiries to the necessary people if you are not the correct point of contact.

I have reviewed the federal emissions warranty requirements from the link you provided me. I do understand that the warranty only specifies three major emission control components (catalytic converter, ECU, and OBD) explicitly. However, on page 4, in the last paragraph, it states "In the future, there may be other parts or components that qualify for this coverage."

I do believe the AdBlue heater should be considered as "other parts." My car is a diesel vehicle and has a diesel particulate filter (DPF) which requires the use of adblue to properly function and meet federal emissions requirements. Diesel particulate filters and adblue were not in use as of the initial drafting of the federal emissions warranty you provided me; and therefore, this point in time should be considered "In the future."

Without a properly functioning AdBlue heater, the car cannot meet these requirements. Furthermore, my state requires me to pass emissions tests, I cannot pass the test. Based on 40 CFR 85.2103, the vehicle manufacture shall be required to remedy this issue.

I am wondering how I am not covered under the federal emissions warranty and the law?

I have also attached a letter I received from Volkswagen denying me coverage for my requested repair. Is there anything the EPA can do for me such as helping me file for warranty coverage? Keep in mind, I cannot pass an emissions test.

Best Regards,

Ex. 6

From: Ball, Joel [mailto:ball.joel@epa.gov]
Sent: Wednesday, September 10, 2014 11:47 AM
To: Ex. 6
Subject: RE: Emissions Warranty-8/80 EPA-420-F-09-048

Hello Ex. 6

Thank you for your inquiry regarding the federally required emissions warranty. The Clean Air Act requires manufacturers of light duty vehicles to warranty all emissions related components for 2 years or 24,000 miles and the specified major emission control components for 8 years or 80,000 miles. The specified major emission control components **only** include the catalytic converters, the electronic emissions control unit or computer (ECU), and the onboard emissions diagnostic (OBD) device or computer. The adblue heater on your vehicle is only required to be covered for 2 years or 24,000 miles.

The following web page provides more information regarding the federal emissions warranty requirements: www.epa.gov/obd/pubs/420f09048.pdf

I hope this information is helpful.

Joel Ball
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
ball.joel@epa.gov

From: LaCroix, John
Sent: Tuesday, September 09, 2014 6:46 AM
To: Ball, Joel
Subject: FW: Emissions Warranty-8/80 EPA-420-F-09-048

From: Ex. 6
Sent: Monday, September 08, 2014 3:49 PM
To: LaCroix, John
Subject: Emissions Warranty-8/80 EPA-420-F-09-048

Hi,

I am inquiring today to see if the adblue heater of my 2012 Volkswagen Passat TDI is covered under the 8/80 warranty.

I recently brought my vehicle into a Volkswagen dealer because my check engine light came on. It turns out my adblue heater is broken which is part of the Diesel Particulate Filter. I was told by the dealer and Volkswagen that this is not covered under the warranty. However, this part is necessary for the emissions system to meet federal requirements.

Can you provide me any information on this matter and assist me in getting my car repaired through this warranty?

Best Regards,

Ex. 6

Ex. 6

To: Peavyhouse, Robert[Peavyhouse.Robert@epa.gov]
Cc: Kata, Leonard (EEO)[Leonard.Kata@vw.com]; Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Thur 9/11/2014 1:22:23 PM
Subject: 2012 Final VWGoA CAFE + Porsche

Hi Bob;

I left you a voice message yesterday regarding the consolidation of the 2012 Volkswagen Group of America, Inc. (VWGoA) CAFE to now include the Porsche brand. These reports had already been filed in Verify by both the VWGoA and Porsche manufacturers separately for 2012. With the NHTSA letter dated August 8th 2014 to Oliver Schmidt, we will follow their instructions to combine these two reports into a single report under the Volkswagen manufacturer. In the case of 2012 we submitted our Volkswagen report under manufacture code VWX.

Please let me know if this merged report can be handled, or how much of the report can be handled, on your end and how much we can assist in accomplishing this consolidation in Verify. I can be reached by phone until 3 pm workdays at the number below.

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Kata, Leonard (EEO)
Sent: Thur 9/11/2014 1:26:49 PM
Subject: Ex. 4 - CBI

Hello Jim:

Ex. 4 - CBI

Is there a time that you are available over the next 1 to 2 weeks, for a conference call. As usual, something in the morning would be preferable to accommodate our colleagues in Germany.

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Ex. 7 @vw.com]; Ex. 7
Ex. 7 @vw.com]
From: Ex. 7
Sent: Thur 9/11/2014 7:13:09 PM
Subject: VW - Ex. 4 - CBI

Hello Jim and Ben,

Ex. 4 - CBI

Thanks for the follow up earlier today. We will discuss further next week.

Regards

Ex. 7

Ex. 7

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: Ex. 7

Fax: Ex. 7

mailto: Ex. 7

To: Ex. 7 @vw.com]
From: Snyder, Jim
Sent: Thur 9/11/2014 7:59:50 PM
Subject: RE: VW - e-Golf Test Data

Okay.

From: Ex. 7 @vw.com]
Sent: Thursday, September 11, 2014 3:13 PM
To: Snyder, Jim
Cc: Ex. 7
Subject: VW - e-Golf Test Data

Hello Jim and Ben,

After requesting a status update from the factory, we were informed to expect test data for submission on Tuesday of next week.

Thanks for the follow up earlier today. We will discuss further next week.

Regards

Ex. 7

Ex. 7

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: Ex. 7

Fax: Ex. 7

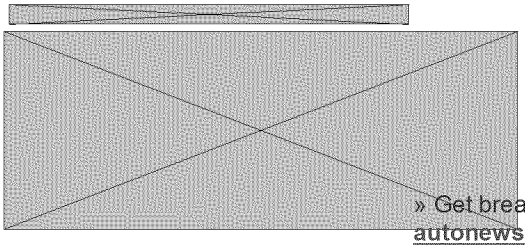
mailto: Ex. 7

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Automotive News
Sent: Thur 9/11/2014 8:39:18 PM
Subject: DAILY: GM has substantially completed vehicle recalls, Barra says | A look back at 9/11's impact on the auto industry | Athletic Mazda2 debuts as test on many levels

Today's most read story

Athletic Mazda2 debuts as test on many levels

September 11, 2014



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TOP NEWS

THE GM RECALL

GM has substantially completed vehicle recalls, Barra says

9:06 am U.S. ET | Sep 11

General Motors has "substantially completed" its vehicle recalls, CEO Mary Barra said. "We're working hard to make sure that as new vehicles come out, they achieve even higher levels" of quality and safety, Barra told reporters in New Delhi today. ... » READ

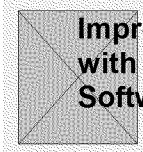
A look back at 9/11's impact on the auto industry

UPDATED: 9/11/14 2:51 pm - adds 10th anniversary newscast

1:38 pm U.S. ET | Sep 11

The aftermath of the Sept. 11, 2001, terror attacks swept through the auto industry, from the executive offices to the plants to the dealer lots. At the time, there were more questions than answers in a shaken nation – and a global industry. ... » READ

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Improve Your Online Customer Experience with ActivEngage's New Web-Based Chat Software

Your dealership's staff wants chat software that is easy to use, helps them do their job faster and smarter, and improves the online experience to make happier customers. Check out ActivEngage's new dealer chat software and view the unique features we've added for your team!

Athletic Mazda2 debuts as test on many levels

9:00 pm U.S. ET | Sep 10

Mazda unveiled a more athletic fourth-generation Mazda2 hatchback late Wednesday, deploying its latest Skyactiv drivetrain and chassis technologies into the subcompact segment. ... » READ

Jeep launches Renegade into fast-growing segment

8:26 am U.S. ET | Sep 11

Jeep will reenter the subcompact SUV market later this month with the Renegade, its first entry in the segment since 1941. Based on the same platform as the Fiat 500X, the model marks the first coupling of American and Italian engineering at Fiat Chrysler Automobiles. ... » READ

Toyota recalling 130,000 Tundras for airbag issue

UPDATED: 9/11/14 4:20 pm ET - adds detail

2:36 pm U.S. ET | Sep 11

Toyota recalling 130,000 2014 Tundra pickup trucks in the United States to correct a problem with side airbags, the automaker's sales arm said today. ... » READ

ON THE BLOGS

AMY WILSON

How two old friends made the AutoNation-Barrier deal happen » READ

LUCA CIFERRI

Montezemolo's magic touch » READ

LATEST VIDEO

Over-the-hill used cars, $14.95 oil changes fuel Honda store

» WATCH THE VIDEO

MOST READ (Last 7 days)

Dodge Challenger Hellcat dealer ordering begins -- with a catch

Getting the new F-150 up and running won't be easy

Dodge knocks off $15K to spur sales of pricey new Viper

Cadillac, amid U.S. sales slump, mulls more features to hold luxury prices

GM's aging Equinox and Terrain show staying power

Ferrari will build more cars with Marchionne as chairman

10:18 am U.S. ET | Sep 11

Fiat awards outgoing Ferrari chairman $35 million severance

3:18 am U.S. ET | Sep 11

Kia prices Soul EV at $33,700, above Leaf

3:54 pm U.S. ET | Sep 11

Tesla's Musk named Vanity Fair's top 'disrupter'

3:57 pm U.S. ET | Sep 11

UPCOMING EVENTS

» Sept. 23 - NY Marketing Seminar
» Oct. 15 - Best Dealerships To Work For
» Nov. 13-14 - Automobilwoche Kongress
» January 13-14 - Automotive News World Congress
» January 22 - Automotive News Retail Forum

UPCOMING WEBINARS

» Sept. 18 - Social Media Advertising



Opel targets Chevy buyers with new entry-level car

6:41 am U.S. ET | Sep 11



Manheim rolls out insurance program that lets dealers return vehicles

UPDATED: 9/11/14 3:04 pm ET - adds link, detail

12:15 pm U.S. ET | Sep 11



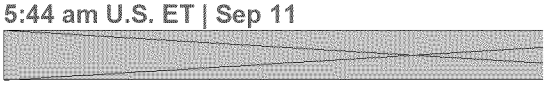
Porsche goes for faster and fuel-efficient

12:01 am U.S. ET | Sep 8



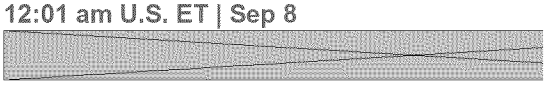
Porsche recalls a number of 918s for rear-axle problem

5:44 am U.S. ET | Sep 11



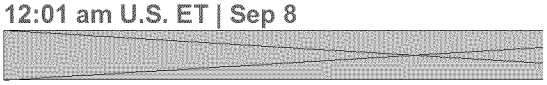
After Golf, Volkswagen will start crossover countdown

12:01 am U.S. ET | Sep 8



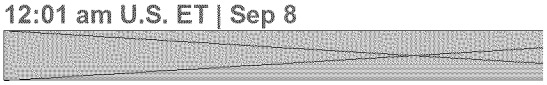
Audi mines its Q's to fuel its already rapid growth pace

12:01 am U.S. ET | Sep 8



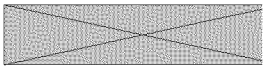
VW's luxury brands set product pace

12:01 am U.S. ET | Sep 8

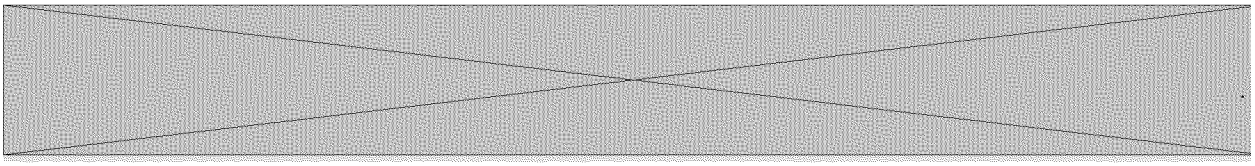


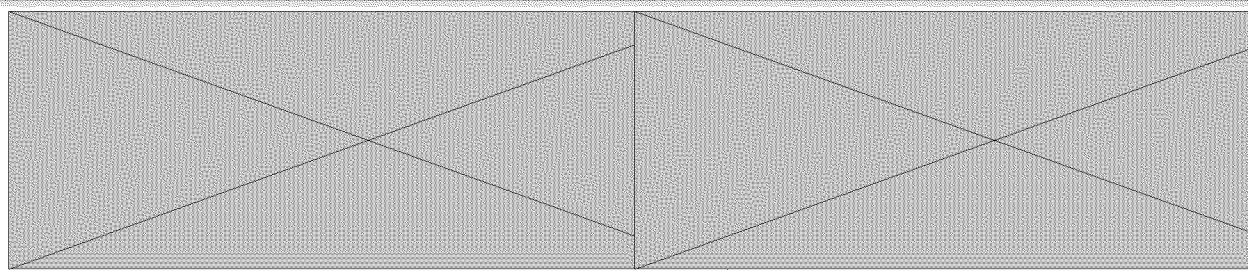
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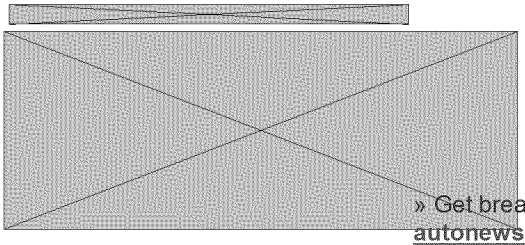
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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Thur 9/11/2014 8:39:30 PM
Subject: DAILY: GM has substantially completed vehicle recalls, Barra says | A look back at 9/11's impact on the auto industry | Athletic Mazda2 debuts as test on many levels

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TOP NEWS

THE GM RECALL

GM has substantially completed vehicle recalls, Barra says

9:06 am U.S. ET | Sep 11

General Motors has "substantially completed" its vehicle recalls, CEO Mary Barra said. "We're working hard to make sure that as new vehicles come out, they achieve even higher levels" of quality and safety, Barra told reporters in New Delhi today. ... » READ

A look back at 9/11's impact on the auto industry

UPDATED: 9/11/14 2:51 pm - adds 10th anniversary newscast

1:38 pm U.S. ET | Sep 11

The aftermath of the Sept. 11, 2001, terror attacks swept through the auto industry, from the executive offices to the plants to the dealer lots. At the time, there were more questions than answers in a shaken nation – and a global industry. ... » READ

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Athletic Mazda2 debuts as test on many levels

9:00 pm U.S. ET | Sep 10

Mazda unveiled a more athletic fourth-generation Mazda2 hatchback late Wednesday, deploying its latest Skyactiv drivetrain and chassis technologies into the subcompact segment. ... » READ

Jeep launches Renegade into fast-growing segment

8:26 am U.S. ET | Sep 11

Jeep will reenter the subcompact SUV market later this month with the Renegade, its first entry in the segment since 1941. Based on the same platform as the Fiat 500X, the model marks the first coupling of American and Italian engineering at Fiat Chrysler Automobiles. ... » READ

Toyota recalling 130,000 Tundras for airbag issue

UPDATED: 9/11/14 4:20 pm ET - adds detail

2:36 pm U.S. ET | Sep 11

Toyota recalling 130,000 2014 Tundra pickup trucks in the United States to correct a problem with side airbags, the automaker's sales arm said today. ... » READ

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Dodge knocks off $15K to spur sales of pricey new Viper

Cadillac, amid U.S. sales slump, mulls more features to hold luxury prices

GM's aging Equinox and Terrain show staying power

Ferrari will build more cars with Marchionne as chairman

10:18 am U.S. ET | Sep 11

Fiat awards outgoing Ferrari chairman $35 million severance

3:18 am U.S. ET | Sep 11

Kia prices Soul EV at $33,700, above Leaf

3:54 pm U.S. ET | Sep 11

Tesla's Musk named Vanity Fair's top 'disrupter'

3:57 pm U.S. ET | Sep 11

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Opel targets Chevy buyers with new entry-level car

6:41 am U.S. ET | Sep 11



Manheim rolls out insurance program that lets dealers return vehicles

UPDATED: 9/11/14 3:04 pm ET - adds link, detail

12:15 pm U.S. ET | Sep 11



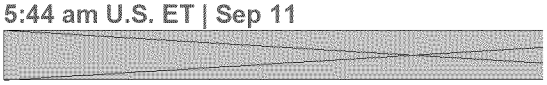
Porsche goes for faster and fuel-efficient

12:01 am U.S. ET | Sep 8



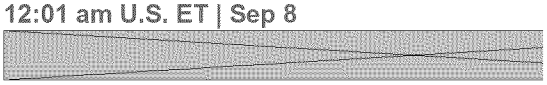
Porsche recalls a number of 918s for rear-axle problem

5:44 am U.S. ET | Sep 11



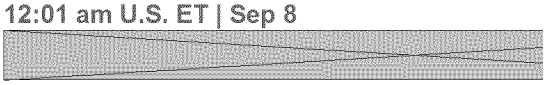
After Golf, Volkswagen will start crossover countdown

12:01 am U.S. ET | Sep 8



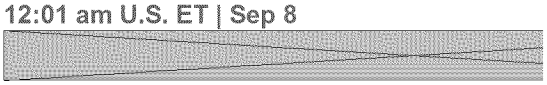
Audi mines its Q's to fuel its already rapid growth pace

12:01 am U.S. ET | Sep 8



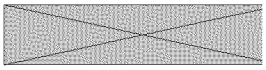
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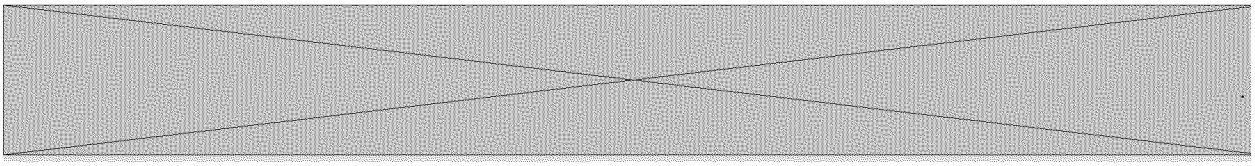


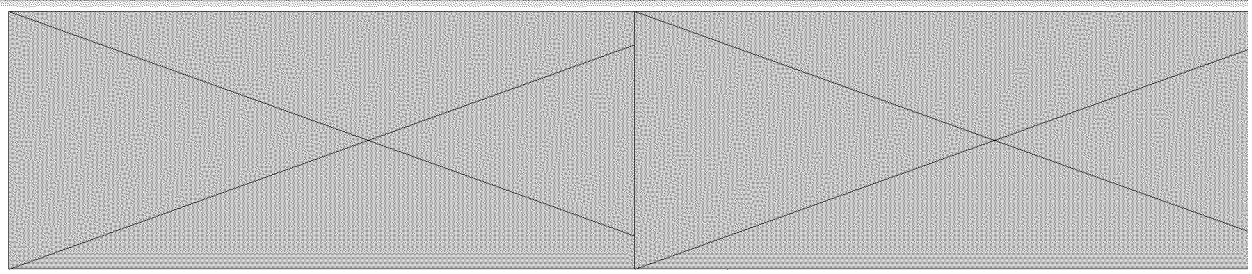
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To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Giles, Michael (EEO)[michael.giles@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Rodgers, William (EEO)
Sent: Fri 9/12/2014 5:49:34 PM
Subject: RE: VW Group Ex. 4 - CBI
removed.txt

Jim,

Ex. 4 - CBI

Regards,

Bill Rodgers

Emissions Certification Engineer

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Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Rodgers, William (EEO)
Sent: Friday, September 12, 2014 11:02 AM
To: "Jim Snyder' (Snyder.Jim@epamail.epa.gov)'

Cc: Giles, Michael; Allen, Gregory (EEO); Thomas, Richard (EEO)
Subject: VW Group Ex. 4 - CBI

Hello Jim,

Ex. 4 - CBI

Regards,

Bill Rodgers

Emissions Certification Engineer

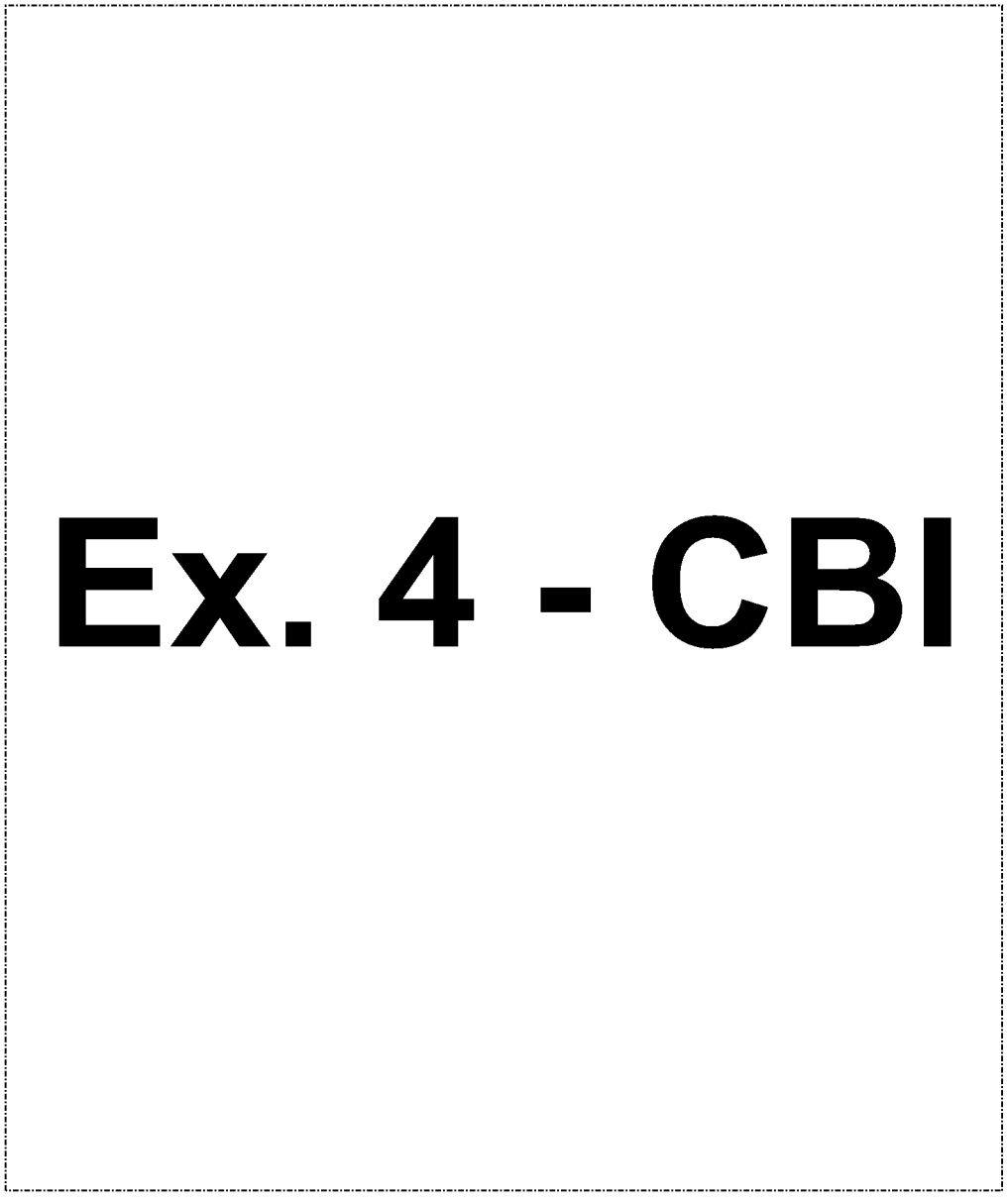
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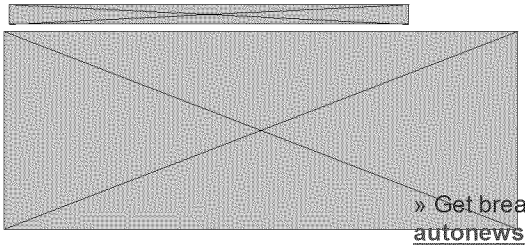

Ex. 4 - CBI

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Automotive News
Sent: Fri 9/12/2014 8:57:11 PM
Subject: DAILY: Tesla's gigafactory prods Nevada dealers to acquiesce on direct sales | GM issues 2 recalls, stop-sale orders for 2015 Corvettes | Montezemolo's last act as Ferrari chairman

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Tesla's $1.3 billion incentive deal with Nevada includes direct sales

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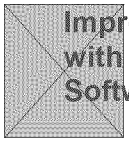
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3:36 pm U.S. ET | Sep 12

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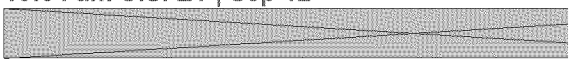
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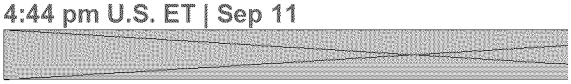
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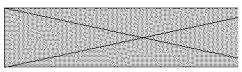


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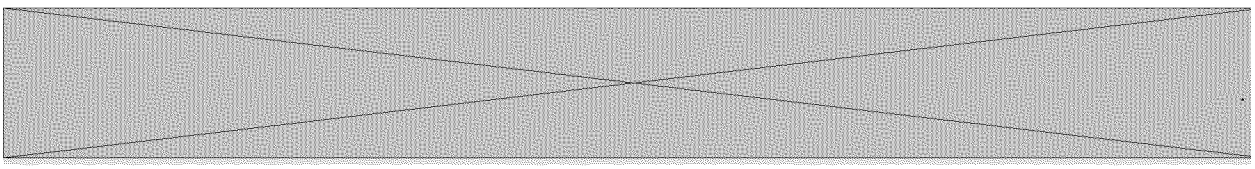
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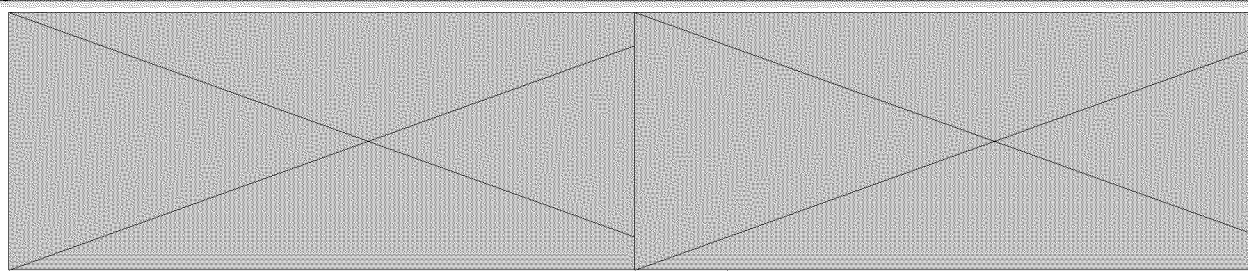


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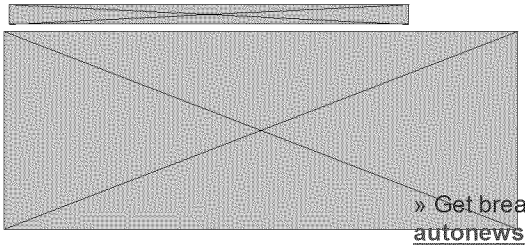
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From: Automotive News
Sent: Fri 9/12/2014 8:57:12 PM
Subject: DAILY: Tesla's gigafactory prods Nevada dealers to acquiesce on direct sales | GM issues 2 recalls, stop-sale orders for 2015 Corvettes | Montezemolo's last act as Ferrari chairman

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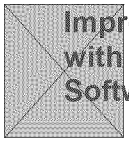
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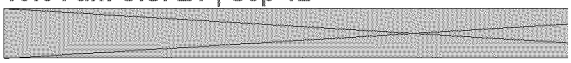
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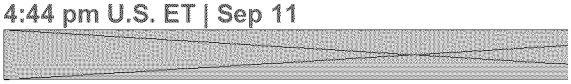
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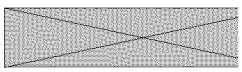


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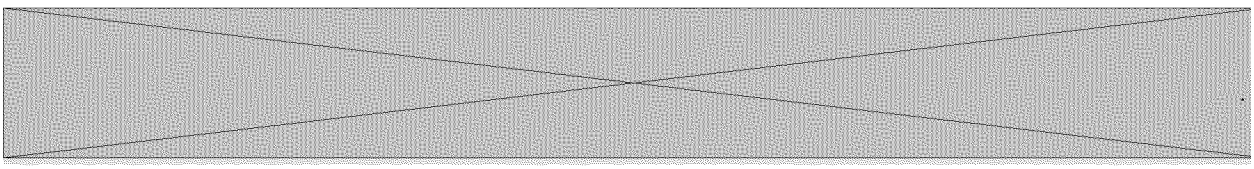
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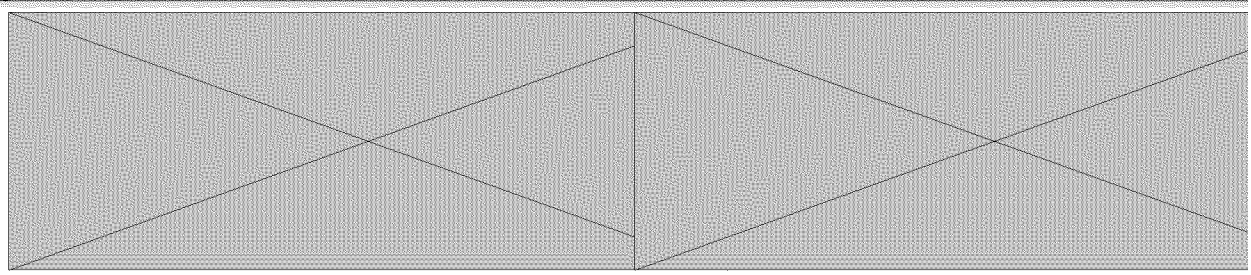


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To: Peavyhouse, Robert[Peavyhouse.Robert@epa.gov]
Cc: Kata, Leonard (EEO)[Leonard.Kata@vw.com]; Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Mon 9/15/2014 2:26:01 PM
Subject: RE: 2012 Volkswagen CAFE to include Porsche

Hello Bob;

I ran both the LDT and the Import Passenger Car 2012 Reports this morning. The LDT is fine and my internal CAFE calculation agrees with Verify exactly. The Import PC CAFE fleet agrees with the Verify calculation but there is a tenth of a MPG difference in the footprint based CAFE standard with Verify (VWGoA 33.6 MPG versus Verify 33.7 MPG). I suspect there is a difference in the Porsche carline footprint values used in verify versus the values that were provided to me by Porsche. I would like to verify those numbers with Ross and review the internal VWGoA calculation again unless you see where the differences might be.

I am available to talk if you have a few minutes today.

Thanks for making this a lot easier with those permission settings.

Thanks,

Richard

From: Peavyhouse, Robert [mailto:Peavyhouse.Robert@epa.gov]
Sent: Friday, September 12, 2014 2:07 PM
To: Thomas, Richard (EEO)
Cc: Kata, Leonard (EEO)
Subject: RE: 2012 Volkswagen CAFE to include Porsche

Richard,

I have already setup all of the permissions for you to use Porsche's data. (Hopefully I haven't missed any)

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I have not re-calculated any total production volumes, standards, or fleet averages. I left them with VW values.

I would recommend just submitting and let Verify calculate those. Once the calculation reports are generated, we can verify the calcs.

I am about done for the day. If you can get them submitted today, I will take a look at them in Verify on Monday when I get in.

Robert Peavyhouse
Compliance Division
U.S. EPA - OTAQ
Phone: (734) 214-4814

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Thursday, September 11, 2014 10:55 AM
To: Peavyhouse, Robert
Cc: Ross Gatzke; Kata, Leonard (EEO)
Subject: 2012 Volkswagen CAFE to include Porsche

Hi Bob;

I received your voice message today and have the following. The 2012 model year the Volkswagen Group CAFE was filed under "VWX", the Volkswagen manufacturer code. With

this email we wish to grant any permissions required by EPA to add the Porsche manufacturer code "PRX" to our Group for the processing of the 2012 Final CAFE under the VWX manufacturer code.

If you need anything else, please let me know.

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Good, David[good.david@epa.gov]; French, Roberts[french.roberts@epa.gov]
From: Ex. 6
Sent: Tue 9/16/2014 3:43:37 AM
Subject: VW Jetta MPG concern

Ex. 6

September 14, 2014

Michael Horn, President and CEO

Volkswagen Group of America, Inc.

2200 Ferdinand Porsche Dr.

Herndon, VA 20171

Dear Mr. Horn:

I purchased a new VW Jetta Hybrid in July 2014. The window sticker states that the Jetta Hybrid gets approximately 42 MPG city and 48 MPG highway with **45 MPG combined**. I have also seen a commercial on TV advertising mileage rates for the Jetta, the Jetta Hybrid and the Jetta Diesel. The mileage rate on the TV for the Jetta Hybrid was as stated above. You apparently recognize that getting good gas mileage is a sales feature worth TV advertising.

Unfortunately, the Jetta Hybrid does NOT perform as advertised!

As I have explained to the staff at Dirito Brothers VW where I purchased my car, my MPG has *never* hit even 40 MPG! After driving the car for about 2500 miles, my current long term reading

is **31.7 MPG**. I commute about 15 miles each way to work—a combination of freeway and town driving. I live in the San Francisco Bay Area, so I am basically at sea level. I am not in cold weather. I drive only myself to work and so I am not carrying other passengers or any heavy items. I use the air conditioner very minimally. I do not drive fast. I do not do a lot of accelerating and braking. I have been driving hybrids since 2009. I currently own a 2009 Toyota Camry Hybrid and a 2012 Toyota Hybrid Prius V, and I understand how to drive a hybrid for optimal gas mileage.

When I purchased the Jetta Hybrid, I let the salesperson know that I was trying to decide between another Camry Hybrid or the Jetta Hybrid. The MPG for the Jetta was a deciding factor for me. I am extremely upset that the mileage is not as stated. When I first complained to the dealer, I was told that I should calculate the mileage by hand, keeping track of miles driven between each fill-up, rather than rely on car's computer. Really?

Further, I am not alone in my complaint. As you are know doubt aware, consumers have expressed their dissatisfaction with overstated MPG as reported in a September 6, 2014 article by Jim Gorzelany in the Drive section of the Contra Costa Times. Included in the article is this statement,

> "The latest wave of small turbocharged engines in particular have tended to draw ire for what independent testers have found to be overly optimistic fuel economy ratings, and a few automakers have even been cited by the federal government in recent years for using what were later found to be overstated MPG figures."

My experience with the Toyota Hybrids is very different—my mileage was--and still is--as stated by Toyota. Not so with VW. Since you know that MPG is a competitive feature, you should not be allowed to mis-state the MPG for your Jetta Hybrid.

I am very dissatisfied with the vehicle's mileage—and therefore with VW-- and I am copying the EPA in the hopes that they will step in to do something to correct the misinformation you publicize to potential buyers.

Sincerely,

Ex. 6

Cc: Rick Weible, General Manager, Dirito Brothers VW Dealer, Walnut Creek, CA

EPA, Fuel Economy: Testing and CAFE, David Good, good.david@epa.gov

EPA, Fuel Economy: Labels/Estimates, Rob French, french.roberts@epa.gov

State of California, Environmental Protection Agency, Air Resources Board

To: Peavyhouse, Robert[Peavyhouse.Robert@epa.gov]
Cc: Kata, Leonard (EEO)[Leonard.Kata@vw.com]; Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Tue 9/16/2014 12:47:58 PM
Subject: RE: 2012 Volkswagen CAFE to include Porsche

Hi Bob;

I made that 2012 Jetta SportWagen footprint and target correction in Verify and to our calculation and we now have the same rounded CAFE standard. I reprocessed the 2012 Import Passenger Car CAFE this morning and we appear to agree with the Verify calculation. Please let me know if there are any other issues. If there are no issues, I will proceed with preparing a revised cover letter for the 2012 VWGoA CAFE reports and set the Verify CAFE/GHG final status indicator to yes.

Thanks for your help.

Richard

From: Peavyhouse, Robert [mailto:Peavyhouse.Robert@epa.gov]
Sent: Monday, September 15, 2014 2:33 PM
To: Thomas, Richard (EEO)
Cc: Kata, Leonard (EEO); Good, David
Subject: RE: 2012 Volkswagen CAFE to include Porsche

Richard,

I have duplicated the footprint standard calculation for PV; Domestic, Import, and GHG.

The calculations are attached.

Note that there are 3 footprints highlighted in yellow.

2 footprints (both Tiguans) have been recalculated because they were originally calculated as trucks, and then submitted to a passenger car file.

1 footprint (Jetta SportWagen) has a target FE/Target GHG mismatch between VW and Verify.

Robert Peavyhouse
Compliance Division
U.S. EPA - OTAQ
Phone: (734) 214-4814

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Monday, September 15, 2014 10:26 AM
To: Peavyhouse, Robert
Cc: Kata, Leonard (EEO); Good, David
Subject: RE: 2012 Volkswagen CAFE to include Porsche

Hello Bob;

I ran both the LDT and the Import Passenger Car 2012 Reports this morning. The LDT is fine and my internal CAFE calculation agrees with Verify exactly. The Import PC CAFE fleet agrees with the Verify calculation but there is a tenth of a MPG difference in the footprint based CAFE standard with Verify (VWGoA 33.6 MPG versus Verify 33.7 MPG). I suspect there is a difference in the Porsche carline footprint values used in verify versus the values that were provided to me by Porsche. I would like to verify those numbers with Ross and review the internal VWGoA calculation again unless you see where the differences might be.

I am available to talk if you have a few minutes today.

Thanks for making this a lot easier with those permission settings.

Thanks,

Richard

From: Peavyhouse, Robert [mailto:Peavyhouse.Robert@epa.gov]
Sent: Friday, September 12, 2014 2:07 PM
To: Thomas, Richard (EEO)
Cc: Kata, Leonard (EEO)
Subject: RE: 2012 Volkswagen CAFE to include Porsche

Richard,

I have already setup all of the permissions for you to use Porsche's data. (Hopefully I haven't missed any)

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Phone: (734) 214-4814

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If you need anything else, please let me know.

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Ex. 7 @vw.com]
Cc: Ex. 7 @vw.com]; Good, David[good.david@epa.gov]
From: Peavyhouse, Robert
Sent: Tue 9/16/2014 1:59:46 PM
Subject: RE: 2012 Volkswagen CAFE to include Porsche

Ex. 7

Go ahead and set the final status to yes and finish up the reports for VW.

I will start modifying the Porsche files to remove their CAFE production volumes.

Robert Peavyhouse
Compliance Division
U.S. EPA - OTAQ
Phone: (734) 214-4814

From: Ex. 7 @vw.com]
Sent: Tuesday, September 16, 2014 8:48 AM
To: Peavyhouse, Robert
Cc: Ex. 7 (EEO); Good, David
Subject: RE: 2012 Volkswagen CAFE to include Porsche

Hi Bob;

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From: [Ex. 7 @vw.com]
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Best regards,

Ex. 7

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Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: Ex. 7

Fax: Ex. 7

mailto: Ex. 7 @VW.com

To: Glas, Tobias[Tobias.Glas@vw.com]
From: Sohacki, Lynn
Sent: Tue 9/16/2014 2:36:47 PM
Subject: Test results for T132RXX-0062
T132RXX-0062.pdf
T132-0062 cold co.pdf

Hi, Tobias.

Test data for the above vehicle is attached. Please let me know if you have any questions.

Regards,

Lynn Sohacki

Environmental Engineer

Compliance Division

EPA

734-214-4851

To: Glas, Tobias[Tobias.Glas@vw.com]
From: Sohacki, Lynn
Sent: Tue 9/16/2014 4:35:57 PM
Subject: RE: Test results for T132RXX-0062

Hi, Tobias.

Yes, the cold cell is up and running. I try to have at least one Cold CO test done per class.

We are not planning on testing any more vehicles in this class.

There are no VWs, Audis, Porsches or Bentleys included in the next stage of coast down testing.

Thanks for your help with this class.

Lynn

From: Glas, Tobias [mailto:Tobias.Glas@vw.com]
Sent: Tuesday, September 16, 2014 11:30 AM
To: Sohacki, Lynn; Snyder, Jim
Subject: RE: Test results for T132RXX-0062

Hi Lynn,

Thank you for the results. I see you have the Cold chamber up and running. ☺

Please let me know if you plan on testing any more cars for that test group or if Surveillance testing is finished.

Last time I was at EPA I heard that there is another round of coastdown testing going on. Can you give me a heads up if there will be any VW, Audi, Porsche or Bentleys be part of the program?

Thank you very much

Tobias Glas

In-Use Emission Compliance Specialist

Engineering & Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 494-1537

Fax: (248) 754-4207

E-Mail: Tobias.Glas@vw.com

From: Sohacki, Lynn [mailto:sohacki.lynn@epa.gov]
Sent: Tuesday, September 16, 2014 10:37 AM
To: Glas, Tobias
Subject: Test results for T132RXX-0062

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Regards,

Lynn Sohacki

Environmental Engineer

Compliance Division

EPA

734-214-4851

To: Ross Gatzke[Ross.Gatzke@porsche.us]
Cc: Thomas, Richard (EEO)[Richard.Thomas@vw.com]; Good, David[good.david@epa.gov]
From: Peavyhouse, Robert
Sent: Tue 9/16/2014 8:19:50 PM
Subject: New 2012 Porsche CAFE/GHG submissions (GHG only)
2012_CAFE_PRX_LT_GHG_Only.xml
2012_CAFE_PRX_PV_GHG_Only.xml

Ross,

I have worked with Richard to merge your 2012 CAFE submissions into the Volkswagen submissions.

Your 2012 GHG submission will remain independent.

Attached are your current 2012 CAFE/GHG submissions with the CAFE portion cleared (Production Volumes set to zero).

Nothing else has been changed.

Please resubmit them as soon as possible. Please make sure that Verify calculates the same values for GHG as it previously did.

Once you are in agreement with the calculations, don't forget to mark the Manufacturer Final Status to yes.

Robert Peavyhouse
Compliance Division
U.S. EPA - OTAQ
Phone: (734) 214-4814

To: Brooks, Phillip[Brooks.Phillip@epa.gov]
From: Christopher Smith
Sent: Wed 9/17/2014 6:13:34 PM
Subject: DTSC's Draft Initial Priority Product Work Plan Revealed

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The California Department of Toxic Substances Control (DTSC) released its much anticipated draft Initial Priority Product Work Plan under the Safer Consumer Products Regulations on Friday, September 12. Seven Priority Products Categories have been identified:

- Beauty, Personal Care, and Hygiene
- Building Products
- Cleaning Products
- Clothing
- Household/Office Furniture/Furnishings
- Office Machinery (Consumable Products)
- Fishing and Angling Equipment

The Work Plan is available online **and a more comprehensive breakdown of the announcement by our sponsor Bergeson & Campbell PC is available here. The DTSC is seeking comments on its Work Plan until October 13, 2014 and can be submitted using the California Safer Products Information Management Systems (CalSAFER).**

Meredith Williams, California's Department of Toxic Substances Control (DTSC) *Deputy Director of Safer Products and Workplaces Program*, will be one of the keynote speakers at Infocast's **5th Safer Consumer Products Summit this October in San Francisco. Meredith will provide the latest on California's Safer Consumer Products Regulations, including updates on priority products and the three-year working plan. This summit is the only meeting of its kind to coincide with the next phases of the California SCP Regulations.**

Don't miss your opportunity to hear from the California Department of Toxic Substances, the United States Environmental Protection Agency, State Regulators, Brand Owners, Retailers and other key players in the new world of Safer Consumer Products!

Click Here for More Information

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Registration Code: SC2E14

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American Chemistry Council • AOBiome LLC • Aubrey Organics • California Department of Toxic Substances Control • California Retailers Association • City of Santa Monica • Consumer Specialty Products Association • Decernis • DEMILEC, Inc. • ENVIRON • GoodGuide/UL • Green Chemistry & Commerce Council • Henkel Consumer Goods Inc • ICL-IPA • Juvenile Products Manufacturers Association • KIDS II, Inc. • LEGO Systems • Oatey • Office Depot Max • Oh, Oh Organic Inc. • Oregon Department of Environmental Quality • Personal Care Products Council • Professional Beauty Association • Saatchi & Saatchi S North America • SABIC • Safer Chemicals, Healthy Families • Seventh Generation • Steelcase • TDC Environmental/California Green Ribbon Science Panel • The Clorox Company • The Honest Company • Tkingsbury LLC • UCLA School of Law • EPA • Vermont Department of Health •

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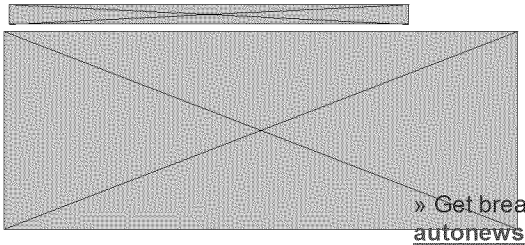
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To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Automotive News
Sent: Wed 9/17/2014 8:52:48 PM
Subject: DAILY: Tesla argues New Jersey regulators can't stop direct sales | IHS hikes 2014 and 2015 U.S. sales forecasts | Steelmaker says it can put pickups on a diet

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September 17, 2014



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2:06 pm U.S. ET | Sep 17

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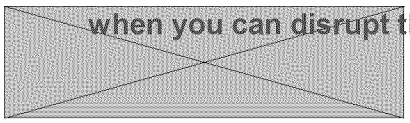
IHS hikes 2014 U.S. auto sales forecast to 16.4 million

11:49 am U.S. ET | Sep 17

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UPDATED: 9/17/14 8:03 am ET -- new story
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THE GM RECALL

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UPDATED: 9/16/14 6:30 pm ET
5:39 pm U.S. ET | Sep 16
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New Navigator rolls up to challenge Escalade

Ford seeks younger Mustang buyers with tech features

UPDATED: 9/17/14 3:38 pm ET - adds correction

12:44 pm U.S. ET | Sep 17

Guardian automotive glass units to be acquired by Japanese supplier

3:57 pm U.S. ET | Sep 17

Ford and Lincoln get connected with Apple's Siri

4:23 pm U.S. ET | Sep 17

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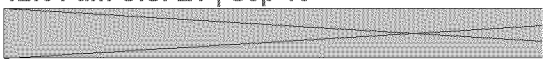
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» Oct. 15 - Best Dealerships To Work For
» Nov. 13-14 - Automobilwoche Kongress
» January 13-14 - Automotive News World Congress
» January 22 - Automotive News Retail Forum

UPCOMING WEBINARS

» Sept. 18 - Social Media Advertising
by Digital Air Strike

12:01 am U.S. ET | Sep 15



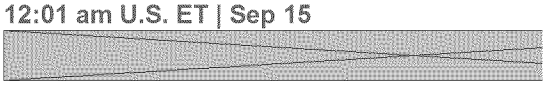
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N.A. robot sales poised for record

12:01 am U.S. ET | Sep 15

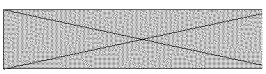


Edmunds pushes dealers toward Price Promise

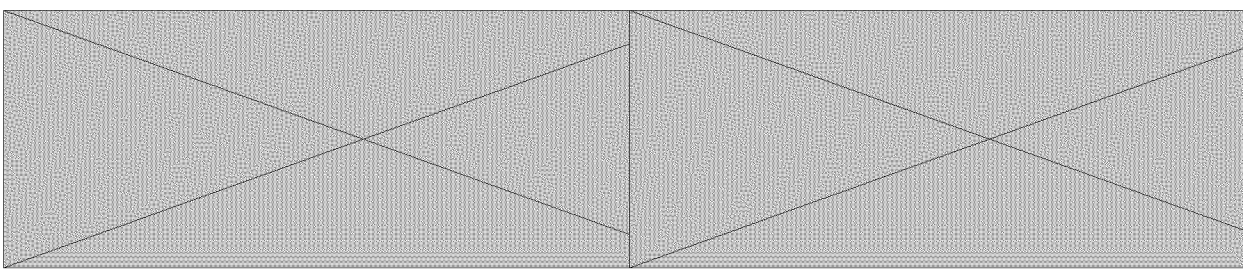
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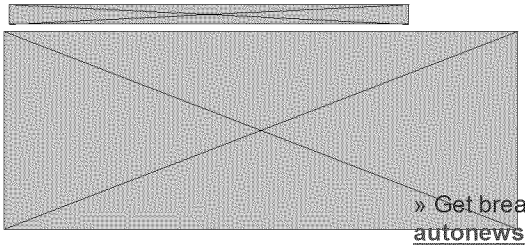
Automotive News | 1155 Gratiot Ave., Detroit, Michigan, 48207

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Steelmaker says it can put pickups on a diet

September 17, 2014



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TOP NEWS

Tesla argues New Jersey regulators can't stop direct sales

2:06 pm U.S. ET | Sep 17

Tesla Motors, in a court filing submitted Tuesday, argued that New Jersey regulators have no authority to shut down direct sales at the electric-vehicle maker's stores in the state. ... » READ

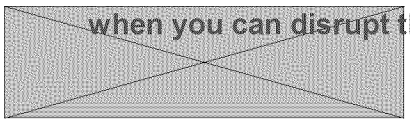
IHS hikes 2014 U.S. auto sales forecast to 16.4 million

11:49 am U.S. ET | Sep 17

U.S. auto sales, buoyed by increasing consumer confidence and cheap financing, are rising faster than expected and will reach 16.4 million this year and climb to 17.4 million in 2017, consultant IHS Automotive said today. ... » READ

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"Millennials and Cars: Why just adapt



This generation changed the car buying process. Google defined it. You can revolutionize it. Learn how to get ahead of the ZMOT by reaching more new buyers and increasing retention among current customers before they even think to look anywhere else.

Download the whitepaper.

Steelmaker says it can put pickups on a diet

UPDATED: 9/17/14 8:03 am ET -- new story
6:56 am U.S. ET | Sep 17
ArcelorMittal has a message for automakers scrambling to hit tougher fuel economy targets that come into effect in 2025: You don't have to make trucks out of aluminum to do it. ... » READ

THE GM RECALL

NHTSA chief, before blistering Senate panel, admits 'we need to improve'

UPDATED: 9/16/14 6:30 pm ET
5:39 pm U.S. ET | Sep 16
The head of the National Highway Traffic Safety Administration today insisted that his agency lacked enough information to force a recall of faulty General Motors ignition switches before this year, but under heavy criticism from members of a Senate subcommittee he admitted that regulators could have done better. ... » READ

Audi claims first California autonomous driving permit

11:35 am U.S. ET | Sep 17
Volkswagen's Audi unit is the first automaker to receive an autonomous driving permit in California, as new laws in the state governing the process went into effect on Tuesday. ... » READ

BEST PRACTICES

Dealerships' tech team offers training for all

ON THE BLOGS

12:01 am U.S. ET | Sep 15

A few years ago, Ford's quality ratings began to take a hit from consumers who found its MyFord Touch infotainment system less than user-friendly. ... » READ

LINDSAY CHAPPELL

Scrap Nissan's Leaf battery plant? Hardly

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GM issues 2 recalls, stop-sale orders for 2015 Corvettes

Tesla's $1.3 billion incentive deal with Nevada includes direct sales

Jeep launches Renegade into fast-growing segment

Cadillac's new chief vows no retreat on pricing strategy

New Navigator rolls up to challenge Escalade

Ford seeks younger Mustang buyers with tech features

UPDATED: 9/17/14 3:38 pm ET - adds correction

12:44 pm U.S. ET | Sep 17

Guardian automotive glass units to be acquired by Japanese supplier

3:57 pm U.S. ET | Sep 17

Ford and Lincoln get connected with Apple's Siri

4:23 pm U.S. ET | Sep 17

Sensor cuts self-driving car costs

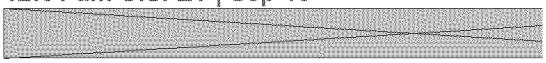
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UPCOMING WEBINARS

» Sept. 18 - Social Media Advertising
by Digital Air Strike

12:01 am U.S. ET | Sep 15



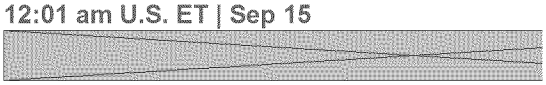
Grupo Antolin's goal: 'World's largest interiors supplier'

12:01 am U.S. ET | Sep 15



N.A. robot sales poised for record

12:01 am U.S. ET | Sep 15

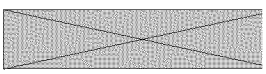


Edmunds pushes dealers toward Price Promise

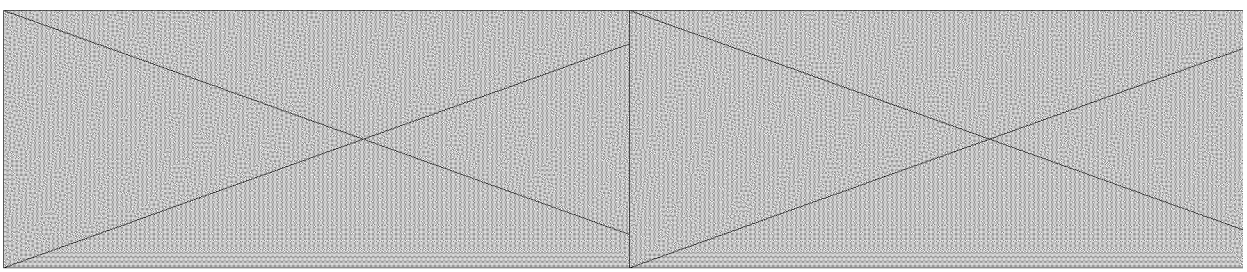
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» Sept. 23 - Asset Maintenance
by IBM
» Oct. 2 - Retention Metrics
by DMEautomotive
» Oct. 9 - Used Car Dept Performance
by FirstLook



UPCOMING WEBINARS



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To: Giles, Michael (EEO)[michael.giles@vw.com]
From: Snyder, Jim
Sent: Thur 9/18/2014 3:03:51 PM
Subject: BEV sample test submission
BEV sample test submission .pdf

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

Example - Charge Depleting Data for an Electric Vehicle

U.S. Environmental Protection Agency 8/9/12

Verify: Engine and Vehicle Compliance System

Welcome, David Good. Today is Monday, November 28, 2011 (ET)

Test Information Details

Test Information | EPA Tab

General Information

Process Code	Correction Submission	Mfr Code	Ex. 6
Test Number	Ex. 6	Exhaust Evap Test Number Link	
Vehicle ID / Configuration	Ex. 6	Test Date	2011-06-15

EPA Only Fields

Dataset Status	Active	Submission Date	11/21/2011
Test Category	Charge Depleting	LOD Test Number	
EPA Dyno Number		Test 5-Cycle Category	Not 5-Cycle

Test Particulars

Test Procedure	81 - Charge Depleting UDDS	Test Fuel Type	62 - Electricity
Verify Test Lab ID	1	Odometer Units	M
Test Start Odometer Reading	300	4WD Test Dyno	No
State of Charge Delta Indicator	No		
Fuel Batch Mfr Code	Ex. 6	Fuel Batch ID	Ex. 6
Fuel Batch Calibration Number	1101	Diesel Adjustment Factor Usage	Downward
Retest Indicator	No	Retest Reason	N/A
Verify Test Number That Was Retested		Manufacturer Confirmatory Test?	No
Original Manufacturer Verify-Test Number That Was Confirmed			

Analytically-Derived FE / CREE

Analytically Derived?	No	ADFE Base Verify Test Number	
ADFE Total Road Load Horsepower	N/A	ADFE ETW	N/A
ADFE N/V Ratio	N/A		

PHEV/Charge Depleting Test Information

(Please enter Unadjusted test data.)

Recharge Event Voltage	240	Recharge Event Energy (kiloWatt-hours)	18.3012
Charge Depleting Range (Calculated miles)	97.935	Charge Depleting Range (Actual miles)	97.935
Equivalent All Electric Range (miles)	97.935	Number of Charge Depleting Bags / Phases Conducted	1
Fuel Economy Value Units	miles per gallon		

Please be sure to enter units of mpg

Test Results

UDDS/Highway/US06 Bag/Phase Number 1

Test Result Name	Unrounded Test	Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value
ACT-DISTANCE (Actual Distance Driven (miles))	97.935	–
AMP-HRS (Integrated Amp-hours)	0	–
AS-VOLT (Average System Voltage)	0	–
CO (Carbon Monoxide)	0	–
CO2 (Carbon dioxide)	0	–
CREE (Carbon-Related Exhaust Emissions)	0	–
END-SOC (System End State of Charge	0	–

Amp ~~Watt~~-hours)		
HC-TOTAL (Total Hydrocarbon)	0	
MFR FE (Manufacturer Fuel Economy)	180.4	180.4
NOX (Nitrogen Oxide)	0	
START-SOC (System Start State of Charge	0	–
Amp ~~Watt~~-hours)		

Note: Verify doesn't perform this calculation. Verify currently defaults to the mfr's value

Verify-Calculated Fields

System Miles 289

Fuel Economy

Unrounded Unadjusted Fuel Economy	–	Rounded Unadjusted Fuel Economy	–
Unrounded Adjusted Fuel Economy	–	Rounded Adjusted Fuel Economy	–

CREE / OPT-CREE

Unrounded Unadjusted CREE	–	Rounded Unadjusted CREE	–
Unrounded Adjusted CREE	–	Rounded Adjusted CREE	–
Unrounded Unadjusted OPT-CREE	–	Rounded Unadjusted OPT-CREE	–
Unrounded Adjusted OPT-CREE	–	Rounded Adjusted OPT-CREE	–

Manufacturer Test Comments

This is official EPA confirmatory data. (Temporarily, inputted by Mfr.) UDDS AER(mile):97.935 , AC Energy(kWh/100mile):18.6705

View Related Confirmatory Test Decision Information

EPA@Work Home | EPA Home | Accessibility

URL: https://verify-as1.nvfel-pmn1.epa.gov:8080/verify-web/cft/ld/testInfoUpdateRetrieve.do

$$\text{MFR FE} = 33.705\left(\frac{\text{kW-hr}}{\text{gal}}\right) \times \frac{\text{charge depleting range (miles)}}{\text{Recharge Event Energy (kW-hr)}}$$

ASTM Round to tenths
(units are MPGe)

To: Giles, Michael (EEO)[michael.giles@vw.com]
From: Snyder, Jim
Sent: Thur 9/18/2014 5:50:30 PM
Subject: FW: New Confirmatory Test Decision Information submitted (VW370-7-40168 / 0)

Whats the difference between the to submissions? Look the same to me.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

-----Original Message-----
From: VerifyAdministrator@verifyprod.rtpnc.epa.gov
[mailto:VerifyAdministrator@verifyprod.rtpnc.epa.gov]
Sent: Thursday, September 18, 2014 1:42 PM
To: Mazaitis, Vincent; Wright, DavidA; Snyder, Jim
Subject: New Confirmatory Test Decision Information submitted (VW370-7-40168 / 0)

PLEASE DO NOT REPLY TO THIS EMAIL!

A new Confirmatory Test Decision Information dataset was submitted. A decision needs to be made for the following vehicle:

Manufacturer: VGA
Vehicle ID: VW370-7-40168
Vehicle Configuration: 0

This submission has not been randomly selected for testing.

Click on the link below to make a decision in Verify.

https://verifyprod.rtpnc.epa.gov/verify-web/cft/ld/decisionInfoUpdateRetrieve.do?decisionDatasetId=5803

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]; Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Giles, Michael (EEO)
Sent: Thur 9/18/2014 5:53:15 PM
Subject: VW Group Ex. 4 - CBI

Hello Jim,

As we discussed today, VW group has now submitted Ex. 4 - CBI

Ex. 4 - CBI

Vehicle ID	Configuration	ETW	Purpose
Ex. 4 - CBI			

Please process these request at your earliest convenience. We will then proceed with our

Ex. 4 - CBI

Regards,

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Giles, Michael (EEO)
Sent: Thur 9/18/2014 5:56:13 PM
Subject: RE: Ex. 4 - CBI

Hi Jim,

Ex. 4 - CBI

Regards
Mike

-----Original Message-----
From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Thursday, September 18, 2014 1:51 PM
To: Giles, Michael (EEO)
Subject: FW: Ex. 4 - CBI

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Jim Snyder
Light-Duty Vehicle Group
Compliance Division
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Ex. 4 - CBI

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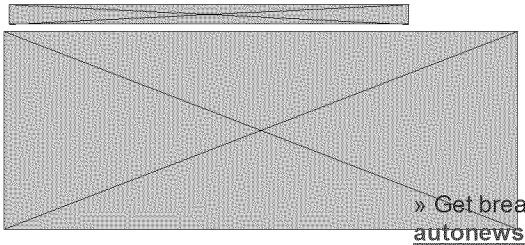
Ex. 4 - CBI

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Sent: Thur 9/18/2014 8:49:38 PM
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Today's most read story

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September 18, 2014



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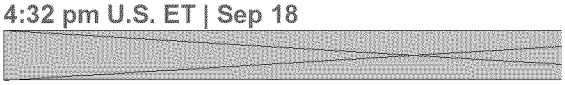
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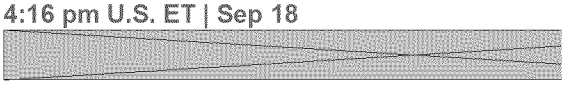
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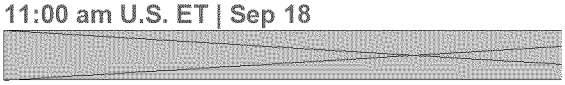
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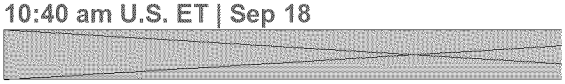
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GM recalling natural gas-powered vans due to possible leak

10:40 am U.S. ET | Sep 18

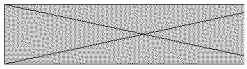


Mercedes opts for cloud-computing setup to protect data from hackers

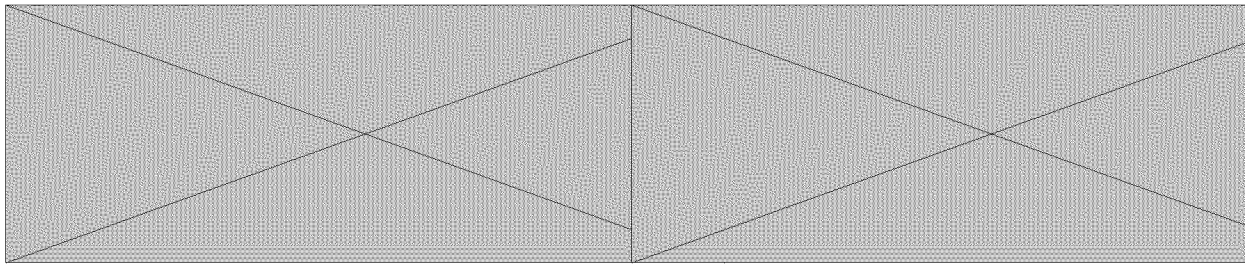
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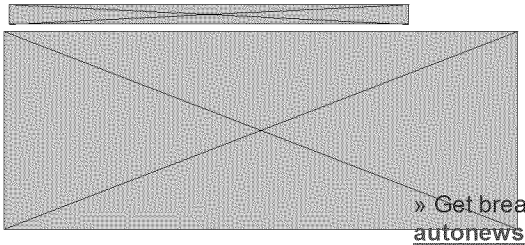
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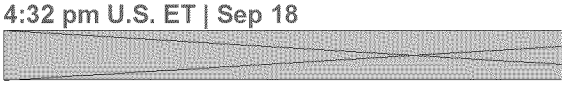
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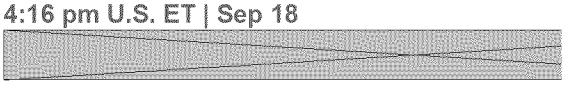
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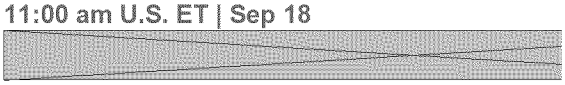
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11:00 am U.S. ET | Sep 18



CFPB finds discrimination in auto lending at banks, looks to oversee captives

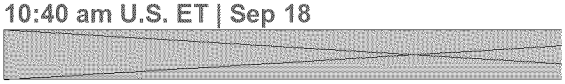
UPDATED: 9/17/14 6:45 pm ET - adds details

5:45 pm U.S. ET | Sep 17



GM recalling natural gas-powered vans due to possible leak

10:40 am U.S. ET | Sep 18



Mercedes opts for cloud-computing setup to protect data from hackers

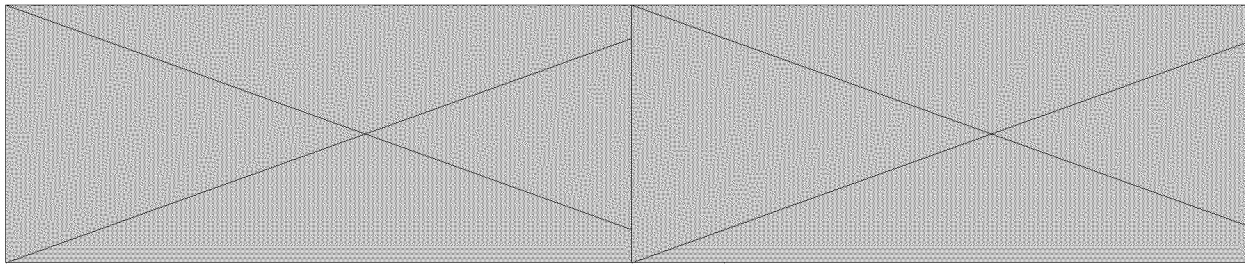
7:22 am U.S. ET | Sep 18



» Oct. 2 - Retention Metrics
by DMEautomotive
» Oct. 9 - Used Car Dept Performance
by FirstLook
» Oct. 23 - Transform Your Digital Dealership
by Naked Lime



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To: Grundler, Christopher[grundler.christopher@epa.gov]; Cook, Leila[cook.leila@epa.gov]
From: Bradish, Tracey
Sent: Fri 9/19/2014 2:17:04 PM
Subject: VTS info

Info about VTS to use for invitation to Tom Lyon.
Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

[redacted]

David, Tracey,

Here is an update/overview to share with Chris on the **2014 NVFEL Vehicle Technology Showcase:**

Timing: October 9th (3 weeks to go);

Key Components:

- Industry displays (FE and GHG emissions technology);
- Keynote remarks and release of *CO_2 Emissions and Fuel Economy Trends Report*;
- Expert Panel Discussion (theme ties to trends evidenced in the report);

Strategic Goals:

- NVFEL Outreach;
- Demonstrate progress towards meeting the 2017-2025 GHG Regulations;
- Steady year-to-year improvement:

o VP on panel;

- Assistant administrator attending;
- Increased square footage and number of displays;

Displays:

Manufacturers:

BMW—i3 electric vehicle;

Bosch—various components (Clean Diesel, Stop/Start, Navigation, Power Electronics, Thermal Management, Brushless Technology);

Delphi—various components (TBD);

Diesel Technology Forum—diesel technology;

General Motors—Impala with stop/start;

Honda—Accord Hybrid i-MMD;

Jatco—transmission technology;

Mazda—TBD vehicle with SkyActiv;

Mercedes—S-class PHEV;

Tesla—Model S and Supercharger mockup;

Volkswagen—TBD vehicle(s);

Tentative—Ford, McLaren, Mitsubishi, Toyota, Valeo (we expect a couple to confirm);

EPA displays:

Smartway;

GHG;

Cold Test/Hot Test;

Discussion Panel:

Theme:

Progress in GHG Emissions and Fuel Economy through Powertrain Technologies;

Panelists:

EPA Moderator—Mike Olechiw;

ICCT—John German, Senior Fellow;

NRDC—Luke Tonachel, Director for Vehicles and Fuels;

Tesla—Jim Chen, VP Regulatory Affairs;

Mazda—TBD from Japan;

BorgWarner—Paul Nahra, Sr. Technical Specialist, Advanced Engineering;

Considering adding 1 additional OEM;

Tentative Panelist Questions:

1. What role does your company (or organization) play within the light-duty greenhouse gas arena and why is it important?

a. Each company/organization rep could then explain who they are, where they are from, and their perspective.

b. Suggest (1) slide per panel member

2. How do you expect the evolving light-duty vehicle fleet characteristics to affect powertrain selections between now and 2025 MY? (For example: vis-à-vis car/truck mix, performance demands, vehicle size, etc…)

a. In between this question and the next, we could highlight some trends results.

3. (OE/Supplier Specific) – What are the primary factors that contribute to your companies decisions regarding powertrain product planning and R&D expenditures?

a. NGO's – if you could guide vehicle manufacturer's product plans, what would you recommend?

4. (NGO Specific) – There is a lot of work being done in the transportation sector regarding alternative forms of transpiration. Do you see these alternatives melding with the current solutions or replacing them, and why?

+ Audience questions for remainder;

Keynote Speaker:

Janet McCabe—Presidential Nominee for Assistant Administrator for the Office of Air and Radiation

Partners:

SAE announcing to Detroit chapter;

CAR Breakfast Briefing cancelled, but they will still share the RSVP form

To: Sohacki, Lynn[sohacki.lynn@epa.gov]
From: Glas, Tobias
Sent: Fri 9/19/2014 6:55:01 PM
Subject: RE: Test results

Ex. 7

Hi Lynn,

I go through the regulation right now and have a few questions about the procurement and the number of cars that need to be tested for High Mileage / High Altitude.

Who is the best person at EPA to contact for an answer?

Have a nice weekend !

Tobias Glas

In-Use Emission Compliance Specialist

Engineering & Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 494-1537

Fax: (248) 754-4207

E-Mail: Tobias.Glas@vw.com

From: Sohacki, Lynn [mailto:sohacki.lynn@epa.gov]
Sent: Tuesday, September 16, 2014 12:36 PM
To: Glas, Tobias
Subject: RE: Test results for Ex. 7

Hi, Tobias.

Yes, the cold cell is up and running. I try to have at least one Cold CO test done per class.

We are not planning on testing any more vehicles in this class.

There are no VWs, Audis, Porsches or Bentleys included in the next stage of coast down testing.

Thanks for your help with this class.

Lynn

From: Glas, Tobias [mailto:Tobias.Glas@vw.com]
Sent: Tuesday, September 16, 2014 11:30 AM
To: Sohacki, Lynn; Snyder, Jim
Subject: RE: Test results for Ex. 7

Hi Lynn,

Thank you for the results. I see you have the Cold chamber up and running. ☺

Please let me know if you plan on testing any more cars for that test group or if Surveillance testing is finished.

Last time I was at EPA I heard that there is another round of coastdown testing going on. Can you give me a heads up if there will be any VW, Audi, Porsche or Bentleys be part of the program?

Thank you very much

Tobias Glas

In-Use Emission Compliance Specialist

Engineering & Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 494-1537

Fax: (248) 754-4207

E-Mail: Tobias.Glas@vw.com

From: Sohacki, Lynn [mailto:sohacki.lynn@epa.gov]
Sent: Tuesday, September 16, 2014 10:37 AM
To: Glas, Tobias

Subject: Test results for Ex. 7

Hi, Tobias.

Test data for the above vehicle is attached. Please let me know if you have any questions.

Regards,

Lynn Sohacki

Environmental Engineer

Compliance Division

EPA

734-214-4851

To: Good, David[good.david@epa.gov]
Cc: Wehrly, Linc[wehrly.linc@epa.gov]; Snyder, Jim[Snyder.Jim@epa.gov]; David J. Friedman (David.Friedman@dot.gov)[David.Friedman@dot.gov]; Schmidt, Oliver (EEO)[Oliver.Schmidt@vw.com]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]; Peavyhouse, Robert[Peavyhouse.Robert@epa.gov]
From: Thomas, Richard (EEO)
Sent: Mon 9/22/2014 10:46:22 AM
Subject: 2012 VWGoA Final Import Passenger Car and LDT CAFE with Porsche
Final CAFE 2012 LDV to EPA +Porsche Sept 2014 .pdf
Final CAFE 2012 LDT +Porsche Sept 2014to EPA .pdf

Hello Dave;

Please find a copy of the 2012 Volkswagen Group of America, Inc. Final Import Passenger Car and Light-Duty Truck CAFE reports. These CAFE reports were recalculated to include the Porsche fleets. The Verify final status was set to yes for both of these category reports. All Verify entered data was processed under the manufacturer code VWX for 2012 model year. If you have any questions please let me know.

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

VOLKSWAGEN

GROUP OF AMERICA

Mr. Linc Wehrly
Compliance and Innovative Strategies Division
Light-Duty Vehicle Group
U.S. Environmental Protection Agency
2000 Traverwood Drive
Ann Arbor, Michigan 48105

Mr. Oliver Schmidt Name
General Manager Title
EEO Department
248 754 4201 Phone
248 754 4207 Fax
Oliver.Schmidt@vw.com E-Mail

September 19, 2014 Date

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMLIN ROAD
AUBURN HILLS, MI 48326
PHONE +1 248 754 5000

Subject: Volkswagen Group of America 2012 Final Passenger Car CAFE Reports
Recalculation with the addition of the Porsche fleet

Dear Mr. Wehrly;

With our letter of January 7, 2014 we submitted a corrected Passenger Car 2012 report. The letter dated August 8, 2014 from the National Highway Traffic Safety Administration (NHTSA) to Volkswagen Group of America, Inc. (VWGoA) provided instructions to combine the VWGoA with the Porsche fleets. This letter revises the January 7th letter with a recalculated Import Passenger Car fleet average.

Enclosed is the manufacturer's recalculation of the 2012 final fuel economy average. This calculation is provided for the VWGoA Import Passenger Car category and in accordance to the regulations contained in 40 CFR 600.510-12. The final CAFE values are based upon approved EPA fuel economy data and final production volumes for the 2012 model year vehicles.

The Import Passenger Car category report has successfully been processed using the Verify system. The Baseline (Non-AMFA) CAFE adjusted value is now 32.9 MPG. The adjusted CAFE with AMFA Credits included is now **33.0** MPG. This value does not exceed the maximum cap and increase for 2012 of 1.2 MPG as specified in paragraph (h) of 40 CFR 600.510-12.

The calculated reformed CAFE Import category standard is **33.7** MPG, as specified in paragraph (c) of 49 CFR 531.5.

The Domestic Passenger Car category report is unchanged and has successfully been processed using the Verify system. The final CAFE value is **33.7** MPG. There are no domestically produced Porsche models.

The calculated reformed CAFE Domestic category standard is **32.1** MPG, as specified in paragraph (c) of 49 CFR 531.5.

If you have any questions or require additional information, please contact me or Mr. Richard Thomas at (248) 754-4213.

Sincerely,
VOLKSWAGEN Group of America, Inc.

Mr. Oliver Schmidt
General Manager
Engineering and Environmental Office

Attachments

cc: David J. Friedman, Acting Administrator
U.S. DOT, National Highway Traffic Safety Administration

Byron Bunker, Director
U.S. EPA, Compliance Division

Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI

VOLKSWAGEN

GROUP OF AMERICA

Mr. Linc Wehrly
Compliance and Innovative Strategies Division
Light-Duty Vehicle Group
U.S. Environmental Protection Agency
2000 Traverwood Drive
Ann Arbor, Michigan 48105

Mr. Oliver Schmidt Name
General Manager Title
EEO Department
248 754 4201 Phone
248 754 4207 Fax
Oliver.Schmidt@vw.com E-Mail

September 19, 2014 Date

Subject: Volkswagen Group of America 2012 Final LDT CAFE Report
Recalculation with the addition of the Porsche fleet

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMLIN ROAD
AUBURN HILLS, MI 48326
PHONE +1 248 754 5000

With our letter dated May 30, 2013 we submitted the manufacturer's calculation for the 2012 final fuel economy average. The letter dated August 8, 2014 from the National Highway Traffic Safety Administration (NHTSA) to Volkswagen Group of America, Inc. (VWGoA) provided instructions to combine the VWGoA with the Porsche fleets. This letter revises the May 30, 2013 letter with a recalculated Light-Duty Truck (LDT) fleet average.

This recalculation is provided for the Volkswagen Group Import Truck category and in accordance with the regulations contained in 40 CFR 600.510-12. The final CAFE value is based upon approved EPA fuel economy data and final production volumes for the 2012 model year.

The report has been successfully reprocessed in and submitted through Verify. The Volkswagen Group reformed LDT CAFE standard is now **26.8** MPG for the 2012 model year in accordance with 49 CFR 533.5 (h).

The final Volkswagen Group Import Truck CAFE value is now **26.9** MPG.

If you have any questions or require additional information, please contact me or Richard Thomas of my staff at (248) 754-4213 or email Richard.Thomas@VW.com.

Sincerely,
VOLKSWAGEN Group of America, Inc.

Mr. Oliver Schmidt, General Manager
Engineering and Environmental Office

Attachments

cc: David J. Friedman, Acting Administrator
U.S. DOT, National Highway Traffic Safety Administration

Byron Bunker, Director
U.S. EPA, Compliance Division

2012 FINAL CAFE-IMPORT TRUCK
VOLKSWAGEN GROUP
MANUFACTURER AVERAGE CALCULATION

Calculate fuel economy average of domestically and non-domestically produced automobiles where:

$$\text{Import Average IAFE} = \frac{\text{TIPA}}{\sum_{MT=1}^{n} \frac{IMT}{FEMT}} = \mathbf{26.9} \text{ MPG (unadjusted)}$$

IAFE	Average fuel economy of non-domestically produced trucks.
TIPA	Total number of trucks produced or imported for sale in the United States.
IMT	Number of trucks of a model type produced or imported.
FEMT	Fuel economy, MPG for a model type.
MT	Model type
n	Total number of model types imported (as applicable in a manufacturer's model year).

$$\text{IAFE (unadjusted)} = \frac{77{,}809}{2893.7682} = 26.8885 \text{ MPG}$$

Ex. 4 - CBI

To: Snyder, Jim[Snyder.Jim@epa.gov]; Haynes, Ben[haynes.ben@epa.gov]
From: Giles, Michael (EEO)
Sent: Mon 9/22/2014 12:04:56 PM
Subject: VW Group Ex. 4 - CBI

Hello Jim and Ben,

I submitted the Ex. 4 - CBI

Please confirm the schedule when you have it.

Regards

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

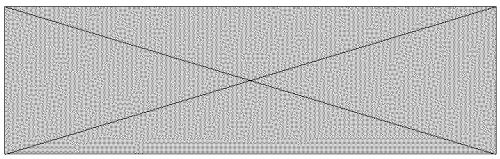
mailto: Michael.Giles@VW.com

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Automotive News
Sent: Mon 9/22/2014 12:51:31 PM
Subject: A.M. NEWSCAST: 'Two-tier' takes a tumble | Camry to get aluminum hood | Honda refreshes CR-V | Infiniti, VW China plans | Scion embraces Toyota tie

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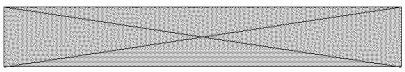
September 22, 20



'Two-tier' strike-down »

Camry to get aluminum »

Scion embraces parent »



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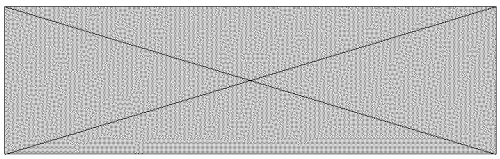
Automotive News is located at **1155 Gratiot Ave., Detroit, Michigan, 48207**

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Mon 9/22/2014 12:52:01 PM
Subject: A.M. NEWSCAST: 'Two-tier' takes a tumble | Camry to get aluminum hood | Honda refreshes CR-V | Infiniti, VW China plans | Scion embraces Toyota tie

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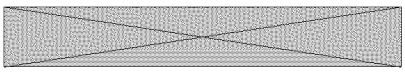
September 22, 20



'Two-tier' strike-down »

Camry to get aluminum »

Scion embraces parent »



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Automotive News is located at **1155 Gratiot Ave., Detroit, Michigan, 48207**

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Kata, Leonard (EEO)
Sent: Mon 9/22/2014 12:56:02 PM
Subject: RE: Ex. 4 - CBI

Hello Jim:

I wish to follow up on my earlier message. Would you have time to schedule a conference call this week to discuss the following topics:

Ex. 4 - CBI

We would probably need 45-60 minutes. Mornings are preferred to accommodate our German colleagues. Also Wednesday morning (24.Sept.14) from 0900 – 1030 is not good for us.

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

From: Kata, Leonard (EEO)
Sent: Thursday, September 11, 2014 9:27 AM
To: Snyder.jim@Epa.gov
Subject: Ex. 4 - CBI

Hello Jim:

Ex. 4 - CBI

Is there a time that you are available over the next 1 to 2 weeks, for a conference call. As usual, something in the morning would be preferable to accommodate our colleagues in Germany.

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

To: Glas, Tobias[Tobias.Glas@vw.com]
From: Sohacki, Lynn
Sent: Mon 9/22/2014 1:34:59 PM
Subject: RE: Test results for Ex. 7

Good morning, Tobias.

I think it would be best to talk to your EPA certification rep, Jim Snyder. The reps usually go over IUVP testing plans with the manufacturers. Jim's number is 734-214-4946.

Regards,

Lynn Sohacki

From: Glas, Tobias [mailto:Tobias.Glas@vw.com]
Sent: Friday, September 19, 2014 2:55 PM
To: Sohacki, Lynn
Subject: RE: Test results for T132RXX-0062

Hi Lynn,

I go through the regulation right now and have a few questions about the procurement and the number of cars that need to be tested for High Mileage / High Altitude.

Who is the best person at EPA to contact for an answer?

Have a nice weekend !

Tobias Glas

In-Use Emission Compliance Specialist

Engineering & Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 494-1537

Fax: (248) 754-4207

E-Mail: Tobias.Glas@vw.com

From: Sohacki, Lynn [mailto:sohacki.lynn@epa.gov]
Sent: Tuesday, September 16, 2014 12:36 PM
To: Glas, Tobias
Subject: RE: T Ex. 7

Hi, Tobias.

Yes, the cold cell is up and running. I try to have at least one Cold CO test done per class.

We are not planning on testing any more vehicles in this class.

There are no VWs, Audis, Porsches or Bentleys included in the next stage of coast down testing.

Thanks for your help with this class.

Lynn

From: Glas, Tobias [mailto:Tobias.Glas@vw.com]
Sent: Tuesday, September 16, 2014 11:30 AM
To: Sohacki, Lynn; Snyder, Jim
Subject: RE: Test results **Ex. 7**

Hi Lynn,

Thank you for the results. I see you have the Cold chamber up and running. ☺

Please let me know if you plan on testing any more cars for that test group or if Surveillance testing is finished.

Last time I was at EPA I heard that there is another round of coastdown testing going on. Can you give me a heads up if there will be any VW, Audi, Porsche or Bentleys be part of the program?

Thank you very much

Tobias Glas

In-Use Emission Compliance Specialist

Engineering & Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 494-1537

Fax: (248) 754-4207

E-Mail: Tobias.Glas@vw.com

From: Sohacki, Lynn [mailto:sohacki.lynn@epa.gov]
Sent: Tuesday, September 16, 2014 10:37 AM
To: Glas, Tobias
Subject: Test results for Ex. 7

Hi, Tobias.

Test data for the above vehicle is attached. Please let me know if you have any questions.

Regards,

Lynn Sohacki

Environmental Engineer

Compliance Division

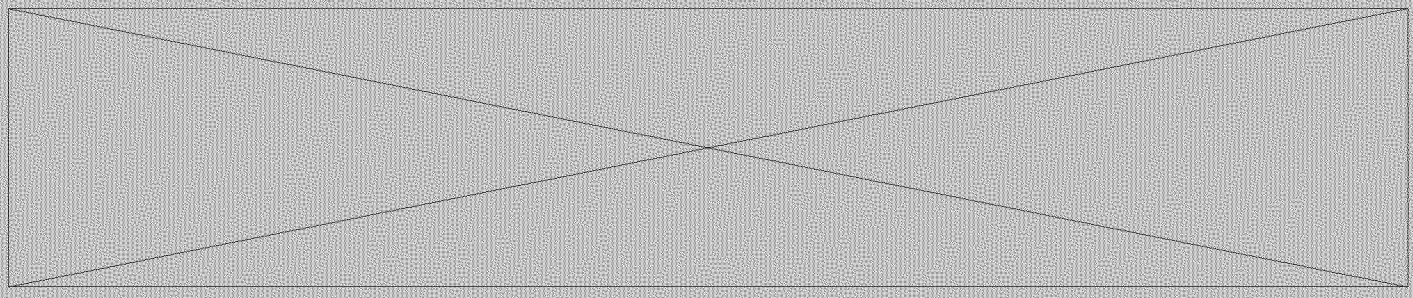
EPA

734-214-4851

To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: IEN
Sent: Mon 9/22/2014 4:48:09 PM
Subject: Industrial Equipment News: Monday Blog Alert

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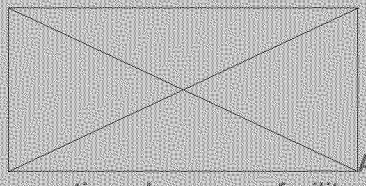
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September 22, 2014

The *Monday Blog Alert* from *IEN Connects* features direct links to items of interest or concern to the greater manufacturing and industrial community, written by IEN's editors. The Blog Alert is designed to raise issues, introduce technological advancements, invite reader comment, establish community dialogue and, at times, even generate a few laughs! New this week...
View newsletter as a web page here.

Work Platforms and VRCs Amplify your Success



An increasing customer base is, without a doubt, a key indicator of successful operations; however, a facility must undergo improvements to take on this growth. Strong, structural, **Wildeck® work platforms** and innovative **Vertical Reciprocating Conveyors (VRCs)** offer a level of capacity, efficiency, and safety you require to handle these greater demands. Wildeck helps you respond to increased sales demand with effective, cost-saving solutions. To learn more about the benefits of Wildeck work platforms and VRCs **click here**.

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Solutions in Motion: Videos for September 22, 2014

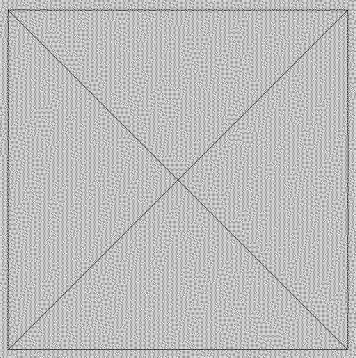
By Mike Botta, IEN Staff

This week's highlights include: The filler metal NASA selected for the upcoming deep space telescope; details of a quick-change, 5-axis workholding system allowing for easy clamping; powered mobile lifts designed for frequent lifting to meet special positioning needs; the no mess, no hassle foam lubricant applied directly into conduit.

Texting Detectors, Captive Advertising, Audi Gets Driving Permit, and Salty Auto Power

By Mark Devlin, IEN Staff

WHEELS TECH WAKE-UP Company developing radar gun-like texting detector, more rationale behind Google's autonomous car enthusiasm, Audi gets autonomous permit in California, and salt water as electric car battery electrolyte...



Kroil Loosens Frozen Metal Parts

Kroil creeps into millionth inch spaces, dissolves rust, and lubricates to loosen frozen metal parts. Kroil's unique, proprietary molecular architecture creates an affinity to metal, which guarantees swift penetration, while maintaining a molecular structure that breaks bonds due to corrosion, contaminants or compression. Kroil has been used by 480 of the Fortune 500 companies since 1939 and is guaranteed to meet your expectations, whatever they may be. Available direct in aerosol (Aero Kroil) and bulk.

Request more info from Kano Laboratories

Russia Showed Its Stripes, U.S Sees Stars

By Mike Botta, IEN Staff

Someone finally figured out that NASA should again stand for something other than Not A Single Astronaut.

Our Smartphone Zombie Present and, Hopefully, Optimistic Sci-Fi Future

By Mark Devlin, IEN Staff

At least one town (in China) is so concerned about the smartphone- obsessed that they now have their own walking lane. Who or what caused such a connected disconnect? Also, ASU tries to reel sci-fi back to something more positive, scientific, useful, and ultimately better...

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From: Wright, DavidA
Sent: Mon 9/22/2014 5:04:22 PM
Subject: Propose moving J3066 Task Force Meeting to October 2 from September 25

I would like to propose moving the next J3066 task force meeting from this Thursday, September 25 to Thursday, October 2 from 1 until 3 pm. Let me know if anyone has any conflicts with this proposed change.

Thanks,

David

David A. Wright

Light-Duty Vehicle Center, Compliance Division

National Vehicle and Fuel Emissions Laboratory

Phone: (734) 214-4467

E-mail: wright.davida@epa.gov

To: Wright, DavidA[Wright.DavidA@epa.gov]
From: Sigelko, Jenny (EEO)
Sent: Mon 9/22/2014 5:30:50 PM
Subject: RE: Propose moving J3066 Task Force Meeting to October 2 from September 25

I can probably make it work either day.

Thanks

Jenny

From: Wright, DavidA [mailto:Wright.DavidA@epa.gov]
Sent: Monday, September 22, 2014 1:04 PM
To: Tommy_Chang@ahm.honda.com; Buller, Patrick; Chris McCarthy; sconrad@hatci.com; Tom Beierschmitt (TEMA TTC); mky@chrysler.com; dennis.pawlak@na.mitsubishi-motors.com; douglas.reid@na.mitsubishi-motors.com; Paulina, Carl; Chris Nevers; Glodich, Jeffrey (J.M.); William Beggs; Ryan McGavock; Sigelko, Jenny (EEO); nokawa@mazdausa.com; Duoba, Michael J.; rloeffler@sae.org; Yuhase, Nicole (L.); yosuke_sato@ahm.honda.com; Ellies, Ben; Bowu Reed
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Phone: (734) 214-4467

E-mail: wright.davida@epa.gov

To: Giles, Michael (EEO)[michael.giles@vw.com]
From: Snyder, Jim
Sent: Mon 9/22/2014 5:44:31 PM
Subject: RE: VW Group - eGolf supporting information

Mike, I forwarded the reply about the charger to the lab. I talked to Vince about the scheduling and he'll look into it.

I read the Mode doc but it didn't say if the different regen modes latch or if there is a default setting on key on.

From: Giles, Michael (EEO) [mailto:michael.giles@vw.com]
Sent: Thursday, September 18, 2014 3:28 PM
To: Snyder, Jim
Subject: VW Group - eGolf supporting information

Hello Jim

As we discussed, I am sending you some supporting information for the e-Golf.

1) Installation operation instructions for the wall charger. In addition, please see related text below with explanation from the factory:

1) I spoke with our Electrical experts here and once again clarified the need for permanent installation. Below are the 2 points they referred in the Bosch Instruction Manual (attached) which mention following local safety standards, and the grounding instructions. It was explained to me that due to a DIN standard here in Europe they are not allowed to install an external plug due to the risk imposed if someone were to then plug it in outdoors where snow/water can effect it. That is why we were unable to outfit this wallbox with an external plug. There should be no functional difference between the 2 installation methods, but of course we would prefer the hard installation.

a. If EPA is willing to take on the risk of external plug installation, they can do so. If they decide to use this approach, please find out which NEMA connector they are using.

b. Also, it's worth noting that Bosch does not offer this charger as a plug-in option due to the same safety reasons.

- Make sure that the materials used and the installation procedures follow local building codes and safety standards.

4.2 Grounding Instructions

This product must be connected to a grounded, metal, permanent wiring system; or an equipment grounding conductor must be run with the circuit conductors and connected to the equipment grounding terminal or lead on the product.

2) PDF file with a description of the driving modes

3) Dyno setup: As we discussed, the factory has stated that rotating mass has already been accounted for in the vehicle dyno coefficients. VW is requesting that EPA describe the dyno setup process so that we can confirm our understanding of how this will be done and avoid any misinterpretation.

Thanks,

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Mazaitis, Vincent[mazaitis.vincent@epa.gov]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]
From: Giles, Michael (EEO)
Sent: Mon 9/22/2014 6:29:47 PM
Subject: RE: VW Group Ex. 4 - CBI

Thanks for the follow up Vince.

Regards,

Mike

From: Mazaitis, Vincent [mailto:mazaitis.vincent@epa.gov]
Sent: Monday, September 22, 2014 2:28 PM
To: Giles, Michael (EEO)
Cc: Snyder, Jim
Subject: RE: VW Group Ex. 4 - CBI

Hello Mike,

Ex. 4 - CBI

Thanks, and sorry for the delay!

Vince Mazaitis

From: Giles, Michael (EEO) [mailto:michael.giles@vw.com]
Sent: Monday, September 22, 2014 12:51 PM
To: Mazaitis, Vincent
Cc: Snyder, Jim

Subject: RE: VW Group Ex. 4 - CBI

Hello Vince,

Ex. 4 - CBI

Can you assist with this?

Thanks

Mike

From: Mazaitis, Vincent [mailto:mazaitis.vincent@epa.gov]
Sent: Monday, September 22, 2014 9:18 AM
To: Giles, Michael (EEO)
Cc: Snyder, Jim
Subject: RE: VW Group Ex. 4 - CBI

Hello Mike,

Thanks for the "Heads Up!"

Vince Mazaitis

From: Giles, Michael (EEO) [mailto:michael.giles@vw.com]
Sent: Monday, September 22, 2014 8:05 AM
To: Mazaitis, Vincent
Subject: FW: VW Group Ex. 4 - CBI

Hello Vincent, just FYI.

From: Giles, Michael (EEO)
Sent: Monday, September 22, 2014 8:05 AM
To: Snyder, Jim; Ben Haynes (Haynes.ben@Epa.gov) (Haynes.ben@Epa.gov)
Subject: VW Group Ex. 4 - CBI

Hello Jim and Ben,

I submitted the **Ex. 4 - CBI**

Please confirm the schedule when you have it.

Regards

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Verify Help Desk[verifyhelp@csc.com]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]; Rodgers, William (EEO)[William.Rodgers@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Giles, Michael (EEO)
Sent: Mon 9/22/2014 6:45:06 PM
Subject: VW Group - Ex. 4 - CBI

Hello Vince,

Ex. 4 - CBI

Please advise if there is anything we can do to resolve this at your earliest convenience.

Transaction Id: Ex. 4 - CBI

Ex. 4 - CBI

Regards

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Giles, Michael (EEO)
Sent: Mon 9/22/2014 7:48:53 PM
Subject: RE: VW Group - Ex. 4 - CBI supporting information

Thanks for the follow up Jim.

I forwarded your comments back to the factory. Hopefully we can discuss Wednesday or Thursday, or as soon as you have an open time for a call. Please keep me posted on your availability - we are flexible on our side.

I am getting a bit nervous about the schedule. Vince stated that the lab still does not have the information they need to schedule the test .

Please let us know if we need to do anything on our side to support the scheduling process.

Thanks,

Mike

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Monday, September 22, 2014 1:45 PM
To: Giles, Michael (EEO)
Subject: RE: VW Group - Ex. 4 - CBI supporting information

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Ex. 4 - CBI

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Mike

Michael Giles

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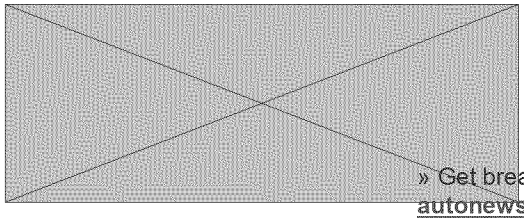
mailto: Michael.Giles@VW.com

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Automotive News
Sent: Mon 9/22/2014 8:40:25 PM
Subject: DAILY: Pay gap remains under Lear UAW contract after demise of two-tier wages | Honda's 'bold' styling for refreshed CR-V | Can Prius set pace again? | Hyundai's hubris

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3:02 pm U.S. ET | Sep 22

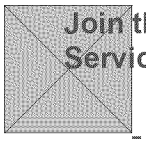
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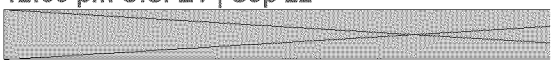
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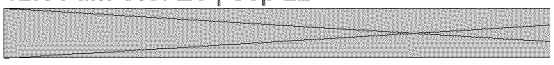
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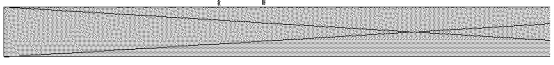
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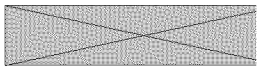


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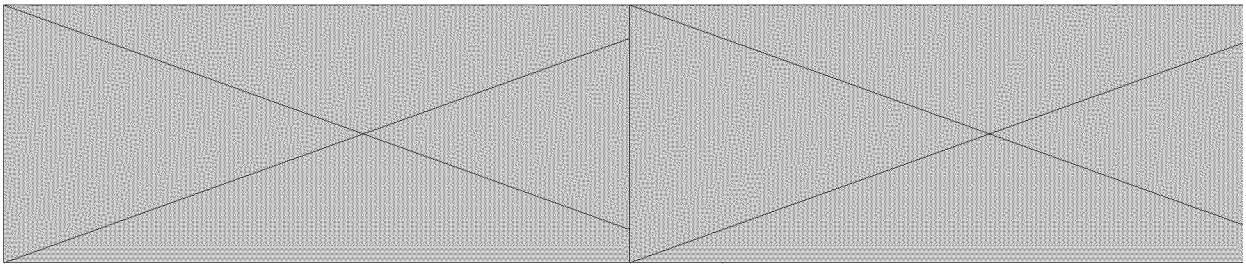
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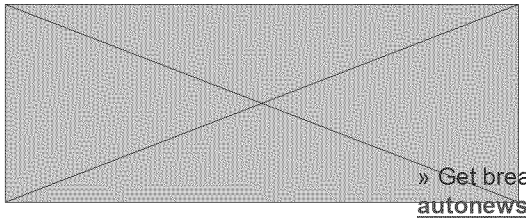
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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Mon 9/22/2014 8:40:27 PM
Subject: DAILY: Pay gap remains under Lear UAW contract after demise of two-tier wages | Honda's 'bold' styling for refreshed CR-V | Can Prius set pace again? | Hyundai's hubris

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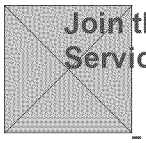
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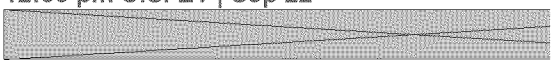
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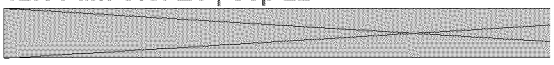
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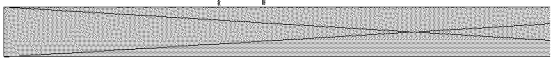
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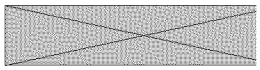


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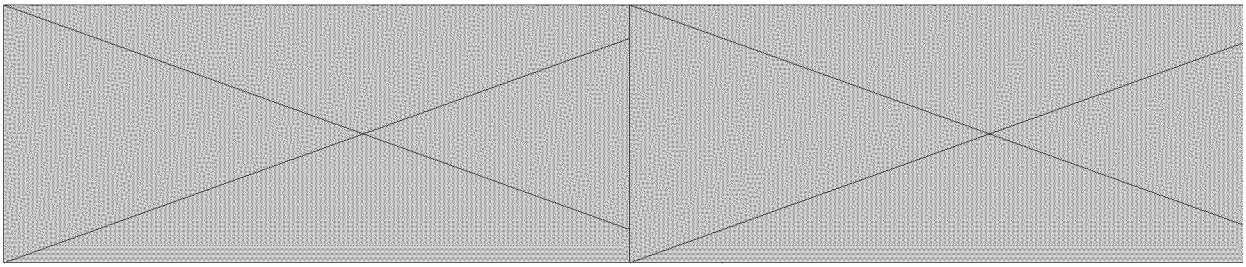
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Cc: Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Snyder, Jim[Snyder.Jim@epa.gov]; Verify Help Desk[verifyhelp@csc.com]; Rodgers, William (EEO)[William.Rodgers@vw.com]
From: Vincent E Coleman
Sent: Mon 9/22/2014 9:05:33 PM
Subject: Re: VW Group - Ex. 4 - CBI

Hello Mr. Giles,

Verify help desk ticket Ex. 4 - CBI was opened for your inquiry. We are looking into this and will get back to you shortly.

Vincent

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"Giles, Michael (EEO)" <michael.giles@vw.com>

09/22/2014 02:45 PM

To Verify Help Desk@CSC

cc "Snyder, Jim" <snyder.jim@epa.gov>, "Rodgers, William (EEO)" <William.Rodgers@vw.com>, "Allen, Gregory (EEO)" <Gregory.Allen@vw.com>

Subject VW Group - Ex. 4 - CBI

Hello Vince,

Ex. 4 - CBI

Please advise if there is anything we can do to resolve this at your earliest convenience.

Ex. 4 - CBI

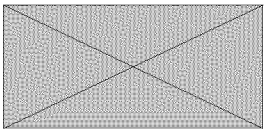
Regards
Mike

Michael Giles
Certification Engineer
Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: 248 754 4229
Fax: 248 754 4207
mailto: Michael.Giles@VW.com

To: Brooks, Phillip[Brooks.Phillip@epa.gov]
From: Environmental Law360
Sent: Tue 9/23/2014 7:51:15 AM
Subject: EPA Emails Don't Constitute Policy Determinations: Judge



ENVIRONMENTAL

Tuesday, Sep. 23, 2014

TOP NEWS

EPA Emails Don't Constitute Policy Determinations: Judge

A federal judge has ruled that U.S. Environmental Protection Agency emails and letters to a Washington state agency regarding the accuracy of fish consumption statistics did not constitute statutory determinations and the EPA had not shirked its duty to take action on the matter.

BP Says Oil Spill Negligence Ruling Negates CWA Liability

BP Exploration & Production Inc. on Friday told the Fifth Circuit that a district judge's recent findings "fatally undermine" an earlier panel decision that held BP liable for Clean Water Act violations tied to the Deepwater Horizon disaster, saying the panel ruling hinges on factual assumptions that are not only in dispute but also "entirely wrong."

High Court Urged To Keep BP Spill Claims In Deep Freeze

BP PLC and other companies connected to the Deepwater Horizon disaster urged the U.S. Supreme Court last week not to revive several Louisiana parishes' state-law claims over pollution-related damage from the oil spill, saying the Fifth Circuit correctly ruled that federal law preempts those claims.

Titan Of The Plaintiffs Bar: Elizabeth Cabraser

Elizabeth Cabraser is known today for leading retirees, car owners and small businesses toward multimillion-dollar recoveries in public interest and consumer protection cases. But her career began with a modest handwritten index card spotted by Robert Lieff, who founded the firm that now bears her name.

ANALYSIS

US Sugar's Plan Could Bog Down Everglades Restoration

A recently unveiled plan by U.S. Sugar Corp. to develop 67 square miles in Hendry County, Florida, for residential and commercial use has drawn the ire of environmental groups that

Organizations In The News

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claim it is a thinly veiled attempt to increase the price of land slated to be bought by the state for Everglades restoration.

POLICY & REGULATION

Key NY Projects Must Keep Eye On Climate Under New Law

Gov. Andrew Cuomo on Monday signed a measure requiring state agencies to consider physical climate risks caused by storm surges, sea level rise or flooding in the permitting, funding and regulation of wastewater treatment plants, hazardous waste transport, and oil and gas drilling permits.

Calif. Gov. Signs Half A Dozen Green Vehicle Bills

California Gov. Jerry Brown on Sunday signed legislation aimed at improving the state's electric vehicle market and reducing its carbon emissions, just ahead of his Tuesday speech at the United Nations summit on climate change.

LITIGATION

BP Settles $146M Suit Over Deepwater Containment Design

BP PLC has settled a $146 million suit in Texas federal court that accused the oil and gas giant of stealing a Florida man's proprietary design for a containment system allegedly used to stem the torrential subsea oil spill caused by the Deepwater Horizon disaster.

'Out Of Context' Ruling Equates Fish With Docs, Justices Told

A Florida commercial fisherman convicted of records destruction under the Sarbanes-Oxley Act for allegedly dumping three undersized fish has told the U.S. Supreme Court that the government has only supported its case thus far by interpreting words in the law completely out of context.

EXPERT ANALYSIS

Toward A Mandatory Polar Code By Tacit Means

The potential use of "tacit acceptance" by the International Maritime Organization to approve mandatory Polar Code regulations reflects how IMO decision makers may define "effective implementation" and raises legitimacy concerns to both substantive and technical requirements, says Adam Patrick Murray of the Arctic Law & Policy Institute.

Roundup Of Fracking Studies Still Shows No Consensus

As three recent academic studies on the environmental and health impacts of hydraulic fracturing show, all aspects of the drilling practice are under the microscope as studies are being published at a rapid pace — sometimes with indefinite or conflicting conclusions, says

Organizations In The News

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Jed Winer of Weil Gotshal & Manges LLP.

LEGAL INDUSTRY

Bingham To Play No. 2 In Morgan Lewis Merger

After playing lead in a string of mergers over the last 12 years, Bingham McCutchen LLP will for the first time be on the defensive in a pending deal with Morgan Lewis & Bockius LLP, putting Bingham partners at greater risk of losing political and financial clout, experts told Law360.

Howrey Trustee Strikes $1.5M Deal With 31 Ex-Partners

A group of former Howrey LLP equity partners have agreed to pay the firm's Chapter 11 trustee nearly $1.5 million, marking the second major deal on clawback claims in the bankruptcy and bringing the Howrey estate closer to offering up a liquidation plan.

7 Tips For Writing A Kick-Ass Brief

Before you step into the courtroom for a hearing, the briefs you submit will often set the stage for how well your arguments play out, and one misstep could damage your case. But there are a few things every attorney can do to be great on paper.

Inside Morrison & Foerster's New York Office

When Morrison & Foerster LLP wanted to create a space that better reflected its cutting-edge legal work for such innovation-pushing clientele as Apple Inc., the firm wrestled with how to pack some serious, high-tech efficiency into the Columbus Circle office while still maintaining a fun and contemporary feel. Less than six months in, MoFo couldn't be happier with the result.

BigLaw 'Returnship' Program For Female Attys Expands

BigLaw's first fellowship program to bring women who took breaks from legal careers back to law firm jobs is set for a major expansion, the program founder announced Monday.

Unfinished-Business Suits Live On Despite NY Drubbing

New York's highest court dealt unfinished-business litigation a body blow this summer, but subsequent decisions demonstrate that trustees of bankrupt law firms still have viable avenues for capturing profits made by onetime partners at their new homes, with targets' liability differing widely from state to state.

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Food and Drug Administ

National Institutes of Health

South Florida Water Manager District

U.S. Army

U.S. Coast Guard

U.S. Departm of Justice

U.S. Supreme Court

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Anadarko Petroleum Corporation

Transocean Ltd.

United Nations

Apple Inc.

Cameron International Corporation

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Goldman Sachs Group Inc.

Halliburton Company

International Paper Co.

Pfizer Inc.

Sierra Club

Softbank Corp.

Volkswagen

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From: Wright, DavidA
Sent: Tue 9/23/2014 1:49:33 PM
Subject: Next meeting of the J3066 Task Force has been moved to October 2.

The next meeting of the J3066 task force will take place at the EPA Office of Transportation and Air Quality. A meeting announcement will be e-mailed to task force members with conference call and webex information for the October 2 meeting.

Regards,

David

David A. Wright

Light-Duty Vehicle Center, Compliance Division

National Vehicle and Fuel Emissions Laboratory

Phone: (734) 214-4467

E-mail: wright.davida@epa.gov

To: Giles, Michael (EEO)[michael.giles@vw.com]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]; Rodgers, William (EEO)[William.Rodgers@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Vincent E Coleman
Sent: Tue 9/23/2014 2:28:05 PM
Subject: Re: VW Group - Ex. 4 - CBI

Hello Mr. Giles,

Ex. 4 - CBI

Vincent

Verify Help Desk
Staffed by Computer Sciences Corporation,
Contractor to the Environmental Protection Agency

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To Verify Help Desk@CSC

cc "Snyder, Jim" <snyder.jim@epa.gov>, "Rodgers, William (EEO)" <William.Rodgers@vw.com>, "Allen, Gregory (EEO)" <Gregory.Allen@vw.com>

Subject VW Group - e-Golf Test Group Submission Problem

"Giles, Michael (EEO)"
<michael.giles@vw.com>

09/22/2014 02:45 PM

Hello Vince,

Ex. 4 - CBI

Regards
Mike

Michael Giles
Certification Engineer
Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: 248 754 4229
Fax: 248 754 4207
mailto: Michael.Giles@VW.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Giles, Michael (EEO)
Sent: Tue 9/23/2014 3:05:01 PM
Subject: VW Group - Ex. 4 - CBI

Hello Jim,

We have uploaded the Ex. 4 - CBI
Ex. 4 - CBI

Please review the Ex. 4 - CBI at your earliest convenience and contact me if you have questions.

Regards,

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

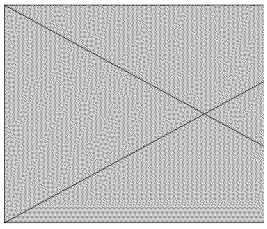
Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: WardsAuto OEM Edition
Sent: Wed 9/24/2014 8:00:29 AM
Subject: Mustang to Draw New Customers, Product Chief Says

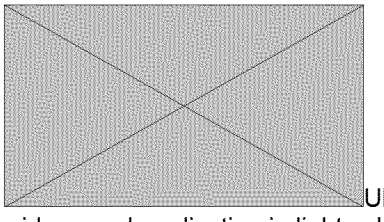
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September 24, 2014

Stop-Start Problems Could Put Charge Into Ultracapacitor Market



Ultracaps, long considered too costly for widespread application in light vehicles, appear to be gaining traction – albeit ever so slowly – as electrification takes hold and automakers find the technology's advantages harder to resist.

FULL ARTICLE

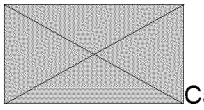
Road to Autos' Future Runs Through Silicon Valley

The Center for Automotive Research at Stanford relies on a growing roster of sustaining supporters from the industry, including major players such as Ford, Honda, Hyundai, Chrysler, Toyota, Mercedes-Benz, Robert Bosch and Delphi.

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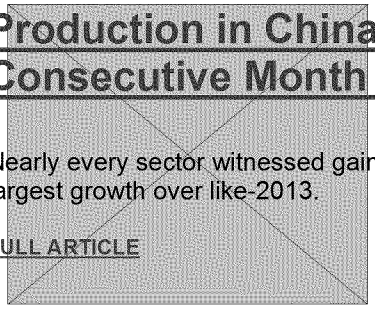
Bringing new vehicles to market has never been more challenging. Not only are new vehicles more complex than ever before, but supply chains are stretched, consumers are more demanding and even small delays can cost millions of dollars per model.

Download "Time To Market: The Need for Speed in the Automotive Industry" Whitepaper

Production in China Rises for 17th Consecutive Month

Nearly every sector witnessed gains in the month with buses posting the largest growth over like-2013.

FULL ARTICLE



Protomold Protogami

Protogami's three-dimensional flexagons create a continual kaleidocycle that exposes a different set of triangular faces with each turn of its living hinges. It lets product designers and engineers see commonly used materials like ABS, PC and acetal, and how they interact with difference surface finishes. Register for a free Protogami today.

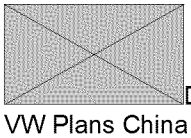
Tires Made From Shrubs.

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The race to 54.5 mpg by 2025 is on.

ArcelorMittal's commercially available advanced steel grades, coupled with emerging and longer-term breakthrough steels, provide Body-in-White weight reduction solutions that will help automakers achieve 54.5 mpg by 2025, at a lower cost – and with lower total life cycle CO2 emissions – than competing materials. Click Here

VideoWire



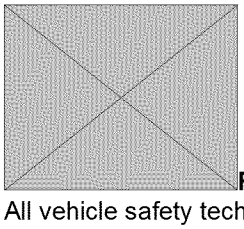
Death Toll Rises on GM Switches; Chrysler, GM Recalls; VW Plans China Lux Sedan

Mustang to Draw New Customers, Product Chief Says

Raj Nair, Ford group vice president-Global Product Development, says many different vehicle types are cross-shopped against Mustang.

FULL ARTICLE

Safety Shouldn't Be Disabled



ROAD AHEAD BLOG

All vehicle safety technologies, be they old like seatbelts or new like lane-

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departure warning, should be mandatory, not optional.

FULL ARTICLE

Refreshed Portfolio Helps Mahindra Fight Stale Sales

Mahindra has come to realize its products are out of sync with the compact or entry-level sedans and utility vehicles the market now demands. It plans new platforms and will launch three new compact SUVs over the next two years.

FULL ARTICLE

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SAE 2014 Convergence
Evolving the Customer Experience through the Transformation of Electronics
October 21-22, 2014
Detroit, Michigan, USA
Join us at this year's event, which features a compelling line-up focusing on the most relevant issues surrounding electronics technology. Learn about the exiting new format for 2014 – Visit www.sae.org/convergence.

Composite Suspension Underpins Sanluis Rassini Racing Venture

Together with PPG Fiber Glass and Polystrand, Sanluis Rassini will invest $5 million to support an entry in the Grand Touring Lite classification of the Sports Car Club of America.

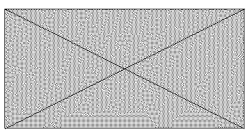
FULL ARTICLE

Public Disclosure of Industry Data Could Hamper, Not Help, Vehicle Safety

INDUSTRY VOICES
Should the government publicize vehicle-performance data reported by manufacturers and used to identify potential safety defects? Are thousands of scattered eyes necessarily better than a single trained eye?

FULL ARTICLE

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Diesel developments spotlighted in new WardsAuto Diesel Resource Center sponsored by Bosch
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regulations and diesel innovations – all in one place. WardsAuto keeps you on top of the constantly evolving world of diesels, with news and analysis to keep your company ahead of the curve. READ NOW.

GM Confirms Range-Topping Cadillac, Bows Early Next Year

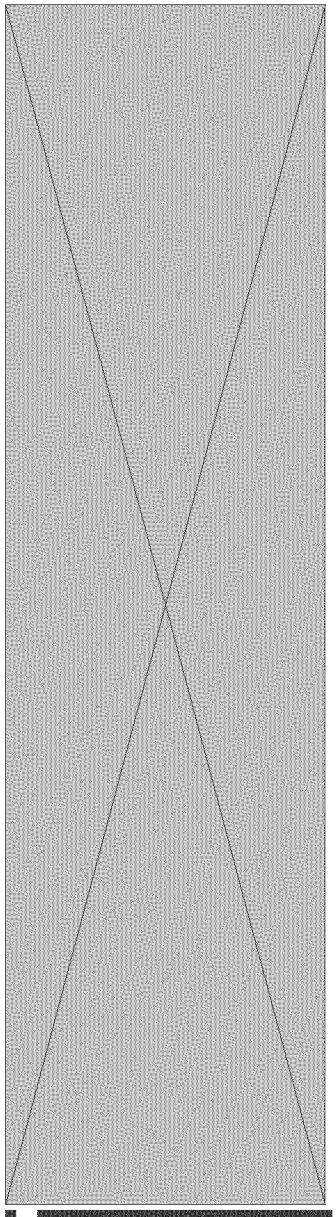
GM will build the 4-door Cadillac at its Detroit-Hamtramck, MI, assembly plant, where it recently invested $384 million in tools and equipment for the car.

FULL ARTICLE

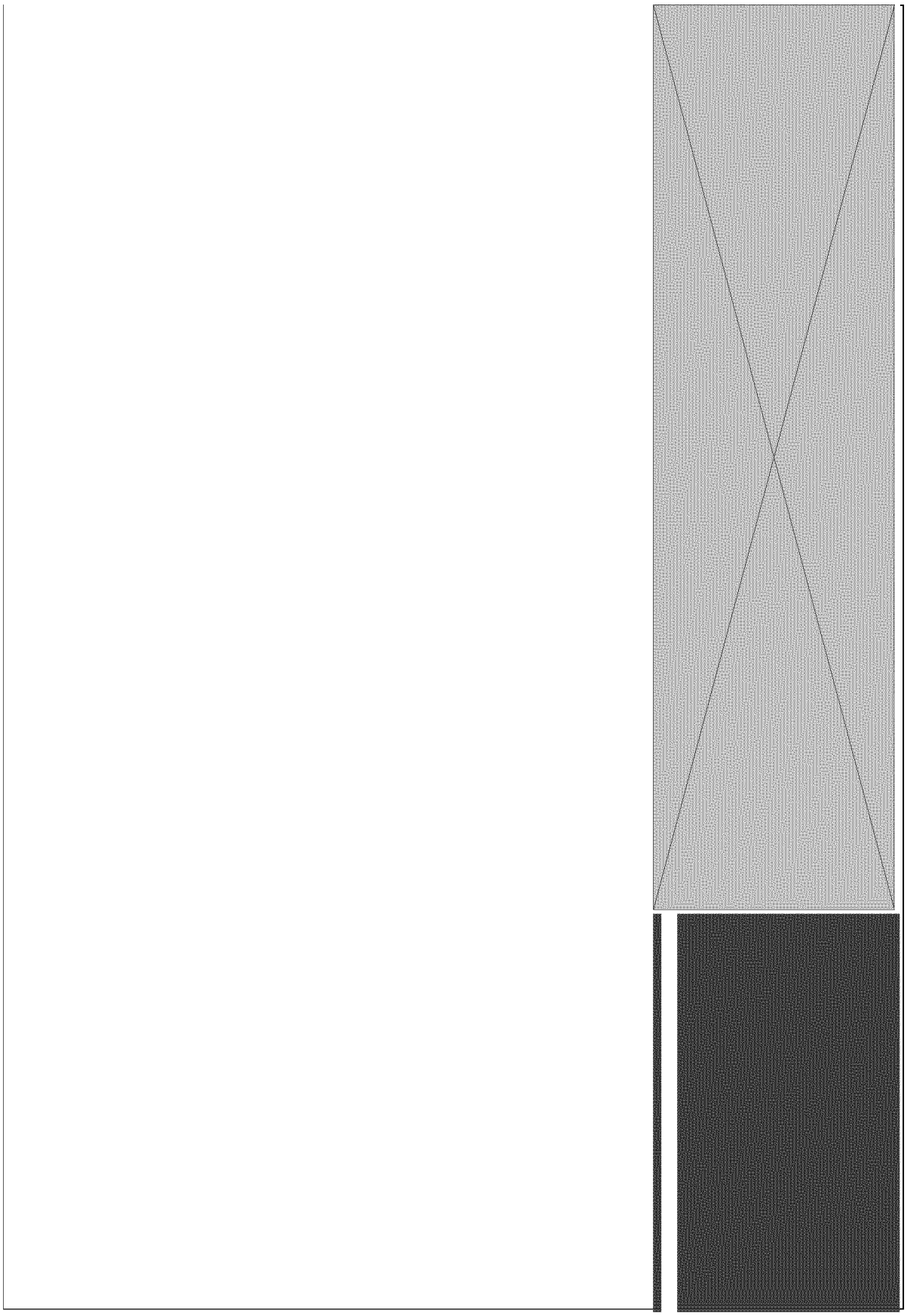
Will Navigator Help Lincoln Find Its Way?

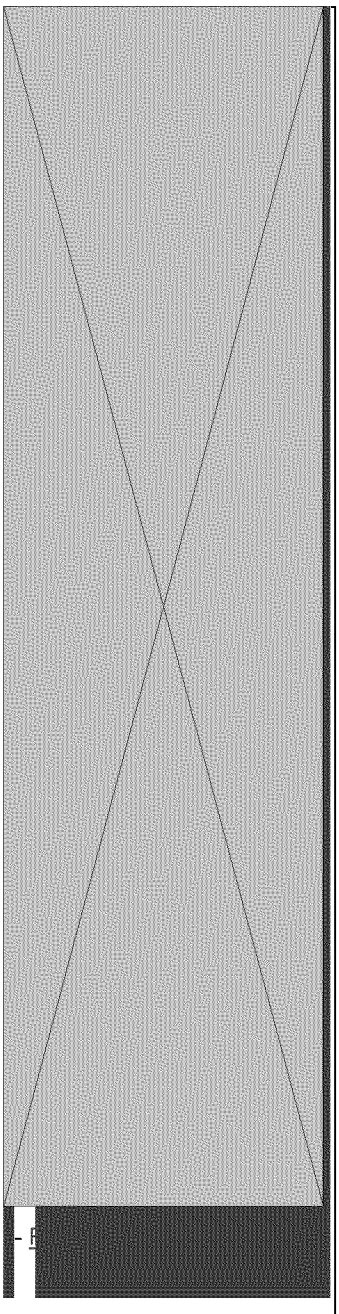
The refreshed Navigator comes with a stout new powertrain, advanced adaptive suspension, new seats, exterior cosmetic updates, a user-friendly interface and a leather-wrapped instrument panel with distinctive cross-stitching.

FULL ARTICLE



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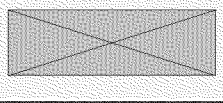
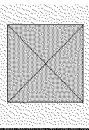
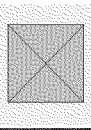
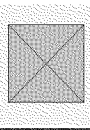
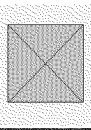
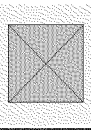




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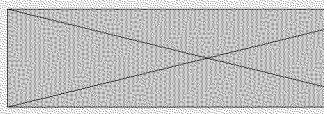
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To: Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Good, David
Sent: Wed 9/24/2014 3:10:25 PM
Subject: RE: 2012 VWGoA Final Import Passenger Car and LDT CAFE with Porsche [Thanks] NNTO

Thanks Richard.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Monday, September 22, 2014 6:46 AM
To: Good, David
Cc: Wehrly, Linc; Snyder, Jim; David J. Friedman (David.Friedman@dot.gov); Schmidt, Oliver (EEO); Kata, Leonard (EEO); Peavyhouse, Robert
Subject: 2012 VWGoA Final Import Passenger Car and LDT CAFE with Porsche

Hello Dave;

Please find a copy of the 2012 Volkswagen Group of America, Inc. Final Import Passenger Car and Light-Duty Truck CAFE reports. These CAFE reports were recalculated to include the Porsche fleets. The Verify final status was set to yes for both of these category reports. All Verify entered data was processed under the manufacturer code VWX for 2012 model year. If you have any questions please let me know.

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Thomas, Richard (EEO)[Richard.Thomas@vw.com]; Peter, Juergen (EASZ/1)[juergen.peter@volkswagen.de]; Horton, Garett (VWGoA Imp)[garett.horton@volkswagen.de]; Schlueter, Hannah (EASZ/1)[hannah.schlueter@volkswagen.de]; Giles, Michael (EEO)[michael.giles@vw.com]
From: Kata, Leonard (EEO)
Sent: Wed 9/24/2014 3:26:41 PM
Subject: RE: VW Group Ex. 4 - CBI Phone Discussion

Hello Jim:

While all parties are together, could we address the Ex. 4 - CBI topic as well? Alternatively, a separate meeting is still requested.

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

From: Giles, Michael (EEO)
Sent: Wednesday, September 24, 2014 11:14 AM
To: Snyder, Jim
Cc: Kata, Leonard (EEO); Rodgers, William (EEO); Allen, Gregory (EEO); Thomas, Richard (EEO); Peter, Juergen (EASZ/1); Horton, Garett (VWGoA Imp); Schlueter, Hannah (EASZ/1)
Subject: VW Group [redacted] Phone Discussion

Hello Jim,

As a follow up to my voice message and our previous discussions, we would like to set a time for a phone discussion for the [redacted]. Anytime tomorrow (Thursday) or later will work for us, but we would appreciate meeting at your earliest possible convenience. We could plan to do the meeting in a 30 minute window or maybe an hour if you can spare it.

Topics:

[redacted]

Please let us know when you are available for the discussion and I will set up a dial in number.

Thanks,

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Ex. 7 Alex Keros (alexander.keros@gm.com)[alexander.keros@gm.com]; Bill Elrick[belrick@CAFCP.org]; Fred Joseck (fred.joseck@ee.doe.gov)[fred.joseck@ee.doe.gov]; Joerg Launer (Jorg.Launer@vw.com)[Jorg.Launer@vw.com]; John Juriga (jjuriga@hatci.com)[jjuriga@hatci.com]; MIKULIN, JOHN[MIKULIN.JOHN@EPA.GOV]; Justin Ward (justin.ward@tema.toyota.com)[justin.ward@tema.toyota.com]; Lance Atkins (lance.atkins@nissan-usa.com)[lance.atkins@nissan-usa.com]; mmiyasato@aqmd.gov[mmiyasato@aqmd.gov]; McKinney, Jim@Energy[Jim.McKinney@energy.ca.gov]; r.modlin@chrysler.com[r.modlin@chrysler.com]; Robert Bienenfeld (Robert_Bienenfeld@ahm.honda.com)[Robert_Bienenfeld@ahm.honda.com]; Ronald Grasman (ronald.grasman@daimler.com)[ronald.grasman@daimler.com]; Thorsten Wesse (Thorsten.Wesse@afcc-auto.com)[Thorsten.Wesse@afcc-auto.com]; Andreas Truckenbrodt (andreas.truckenbrodt@truckenbrodts.com)[andreas.truckenbrodt@truckenbrodts.com]
Cc: catherine.kim@daimler.com[catherine.kim@daimler.com]; Kaori Alarid (kaori.alarid@tema.toyota.com)[kaori.alarid@tema.toyota.com]; Ex. 7 Ex. 7 Melanie Hobenshield (melanie.hobenshield@afcc-auto.com)[melanie.hobenshield@afcc-auto.com]; Nancy Ann Leffler (NAL@CHRYSLER.COM)[NAL@CHRYSLER.COM]; Pat Krayser[pkrayser@aqmd.gov]; Amy Lilly (alilly@hatci.com)[alilly@hatci.com]; Ex. 7 Ex. 7 Bob Cassidy (robert.cassidy@nissan-usa.com)[robert.cassidy@nissan-usa.com]; Brandi Gonzales[bgonzales@CAFCP.org]; Ex. 7 Ex. 7 Grundler, Christopher[grundler.christopher@epa.gov]; Chris White[cwhite@CAFCP.org]; Dean Kato (dean@intereco.com)[dean@intereco.com]; Ex. 7 Frank Seyfried (frank.seyfried@volkswagen.de)[frank.seyfried@volkswagen.de]; Ex. 7 Ex. 7 Jared Farnsworth (jared.farnsworth@tema.toyota.com)[jared.farnsworth@tema.toyota.com]; Jason Marcinkoski (jason.marcinkoski@ee.doe.gov)[jason.marcinkoski@ee.doe.gov]; Jerome Gregeois (jgregeois@hatci.com)[jgregeois@hatci.com]; Juergen Friedrich (juergen.friedrich@daimler.com)[juergen.friedrich@daimler.com]; Kevin Lee (kslee@hatci.com)[kslee@hatci.com]; Kiho Yoo (k.u@hyundai-motor.com)[k.u@hyundai-motor.com]; Linda Carrizosa[lcarrizosa@cafcp.org]; Lisa Mirisola (lmirisola@aqmd.gov)[lmirisola@aqmd.gov]; Mark S. Torigian Esq (Mtorigian@hatci.com)[Mtorigian@hatci.com]; Matt McClory (matt.mcclory@tema.toyota.com)[matt.mcclory@tema.toyota.com]; Matthew Forrest (matthew.forrest@daimler.com)[matthew.forrest@daimler.com]; Nico Bouwkamp[nbouwkamp@cafcp.org]; Randy Roesser (Randy.Roesser@energy.ca.gov)[Randy.Roesser@energy.ca.gov]; Wysor, Tad[wysor.tad@epa.gov]; Takehito Yokoo (takehito.yokoo@tema.toyota.com)[takehito.yokoo@tema.toyota.com]; Tiger Jeong (tigerjeong@hyundai.com)[tigerjeong@hyundai.com]; Tim Olson (tolson@energy.state.ca.us)[tolson@energy.state.ca.us]; 'Launer, Joerg (VWoA-ERL)'[Joerg.Launer@vw.com]; 'Bob Knight'[rknight@bki.com]; 'Wanda Valencia'[wvalencia@bki.com]; Tyson Eckerle (tyson.eckerle@gov.ca.gov)[tyson.eckerle@gov.ca.gov]
From: Linda Carrizosa
Sent: Wed 9/24/2014 4:25:14 PM
Subject: Agenda for 9/30 ST Meeting - Strategic Re-alignment meeting now available on MR

Good Morning Steering Team members,

The agenda for this Steering Team Meeting on Sept 30 is now available on MR located here:

http://cafcpmembers.org/membersonly/steering-team-meeting-20140930.

Reminder - In-person meeting:

Would just like to remind everyone that this is an in-person meeting being held at the CaFCP HQ located at 3300 Industrial Blvd, Ste. 1000, West Sacramento, CA 95691. This meeting will be from 9am to 4pm.

RSVP Request:

Please let me know if you will be here for the meeting, so we can plan accordingly.

Thank you,

Linda Carrizosa | Administrative Assistant | CaFCP

D 916 371 2870 | F 916 375 8005 | lcarrizosa@cafcp.org

3300 Industrial Blvd., Ste. 1000, West Sacramento, CA 95691 | www.cafcp.com

To: andrew.ramos@gm.com[andrew.ramos@gm.com]; 'ball.joel@epa.gov'['ball.joel@epa.gov']; Beierschmitt, Thomas (T.A.)[tbeiers1@ford.com]; 'Berg, Olle ()'[olle.berg@volvocars.com]; 'Bob Maxwell'[remaxwell@comcast.net]; brian.mace@horiba.com[brian.mace@horiba.com]; Buller, Patrick[patrick.buller@volvocars.com]; Paulina, Carl[paulina.carl@epa.gov]; Chris Nevers[CNevers@autoalliance.org]; 'chris.mccarthy@gm.com'['chris.mccarthy@gm.com']; david.woods@chrysler.com[david.woods@chrysler.com]; 'Dennis Pawlak'[Dennis.Pawlak@na.mitsubishi-motors.com]; 'Douglas Reid'[Douglas.Reid@na.mitsubishi-motors.com]; Dr. Robert Otto Rasmussen, PE [Robotto@TheTranstecGroup.com]; 'Duoba, Mike'[mduoba@anl.gov]; Glodich, Jeffrey (J.M.)[jglodich@ford.com]; 'Jeff Foor'[jdf14@chrysler.com]; Jenny.Sigelko@vw.com[Jenny.Sigelko@vw.com]; JNIKEUS@volvocars.com[JNIKEUS@volvocars.com]; 'Keith Thompson'[Keith.Thompson@bepco.com]; kyle.bedsole@gm.com[kyle.bedsole@gm.com]; 'Mahmoud Yassine'[mky@chrysler.com]; 'Marc Belzile'[marc.a.belzile@tc.gc.ca]; 'mark paxton'[mpaxton@ganassi.com]; 'Meyer, Norm'[norm.meyer@tc.gc.ca]; mike.timmerman@horiba.com[mike.timmerman@horiba.com]; Okawa, Naoyasu (N.)[okawa.n@mazda.co.jp]; Peabody, Jason (J.A.)[jpeabod6@ford.com]; 'Peter Z. Janosi'[peter.janosi@roush.com]; 'RMiller@hatci.com'['RMiller@hatci.com']; 'Roxanne Loeffler'[rloeffler@sae.org]; 'Schlueter, Hannah (EASZ/1)'[hannah.schlueter@volkswagen.de]; sconrad@hatci.com [sconrad@hatci.com]; 'snyder.jim@epa.gov'['snyder.jim@epa.gov']; Steve Karamihas[stevemk@umich.edu]; steve.baldus@gm.com[steve.baldus@gm.com]; Suanne.Thomas@vw.com[Suanne.Thomas@vw.com]; 'tom.beierschmitt@tema.toyota.com'['tom.beierschmitt@tema.toyota.com']; 'tommy_chang@ahm.honda.com'['tommy_chang@ahm.honda.com']; Vineet Mehta[vineet@teslamotors.com]; William Beggs <william.beggs@gm.com>[william.beggs@gm.com]; Ott, William[ott.william@epa.gov]; Wright, DavidA[Wright.DavidA@epa.gov]; yosuke_sato@ahm.honda.com[yosuke_sato@ahm.honda.com]; Yuhase, Nicole (L.)[nyuhase@ford.com]
From: Glodich, Jeffrey (J.M.)
Sent: Wed 9/24/2014 5:46:19 PM
Subject: SAE LDVP Committee Agenda 9-26-14
Agenda - Light Duty Vehicle Performance Measurement Standards Committee - 9_26_2014.doc

Agenda for Friday attached.

Jeff Glodich

Ford Motor Company
Vehicle Environmental Regulatory Strategy and Planning
217-E4 WHQ
(313) 845-1579

AGENDA

Light-Duty Vehicle Performance Measurement Standards Committee
Chair – Jeff Glodich
Secretary – Nicole Yuhase
Wednesday, September 26th, 2014
1:00-3:00 PM
Toyota Technical Center, Ann Arbor
(Building 1555, 1555 Woodridge)

Conference Call:

Ex. 6

Web Meeting:
https://www.connectmeeting.att.com

Ex. 6

1. Welcome and Introductions

2. Membership Review

3. Document Review

J2263: "Road Load Measurement Using Onboard Anemometry and Coastdown Techniques"

- Sponsor: Tom Beierschmitt
- J1263 pull-in items
- Continue document review

J1634: "Electric Vehicle Energy Consumption and Range Test Procedure"

- Open for review
- Review Tesla Calculation (posted to work area)

J3066: "On-Board Fuel Consumption and Measurement Reporting Standard"

- Sponsor: David Wright
- Subcommittee status

4. Other Business

NEXT MEETING

- 10/23 (proposed)

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To: andrew.ramos@gm.com[andrew.ramos@gm.com]; 'ball.joel@epa.gov'['ball.joel@epa.gov']; Beierschmitt, Thomas (T.A.)[tbeiers1@ford.com]; 'Berg, Olle ()'[olle.berg@volvocars.com]; 'Bob Maxwell'[remaxwell@comcast.net]; brian.mace@horiba.com[brian.mace@horiba.com]; Buller, Patrick[patrick.buller@volvocars.com]; Paulina, Carl[paulina.carl@epa.gov]; Chris Nevers[CNevers@autoalliance.org]; 'chris.mccarthy@gm.com'['chris.mccarthy@gm.com']; david.woods@chrysler.com[david.woods@chrysler.com]; 'Dennis Pawlak'[Dennis.Pawlak@na.mitsubishi-motors.com]; 'Douglas Reid'[Douglas.Reid@na.mitsubishi-motors.com]; Dr. Robert Otto Rasmussen, PE [Robotto@TheTranstecGroup.com]; 'Duoba, Mike'[mduoba@anl.gov]; 'Jeff Foor'[jdf14@chrysler.com]; Jenny.Sigelko@vw.com[Jenny.Sigelko@vw.com]; JNIKEUS@volvocars.com[JNIKEUS@volvocars.com]; 'Keith Thompson'[Keith.Thompson@bepco.com]; kyle.bedsole@gm.com[kyle.bedsole@gm.com]; 'Mahmoud Yassine'[mky@chrysler.com]; 'Marc Belzile'[marc.a.belzile@tc.gc.ca]; 'mark paxton'[mpaxton@ganassi.com]; 'Meyer, Norm'[norm.meyer@tc.gc.ca]; mike.timmerman@horiba.com[mike.timmerman@horiba.com]; Okawa, Naoyasu (N.)[okawa.n@mazda.co.jp]; Peabody, Jason (J.A.)[jpeabod6@ford.com]; 'Peter Z. Janosi'[peter.janosi@roush.com]; 'RMiller@hatci.com'['RMiller@hatci.com']; 'Roxanne Loeffler'[rloeffler@sae.org]; 'Schlueter, Hannah (EASZ/1)'[hannah.schlueter@volkswagen.de]; sconrad@hatci.com [sconrad@hatci.com]; 'snyder.jim@epa.gov'['snyder.jim@epa.gov']; Steve Karamihas[stevemk@umich.edu]; steve.baldus@gm.com[steve.baldus@gm.com]; Suanne.Thomas@vw.com[Suanne.Thomas@vw.com]; 'tom.beierschmitt@tema.toyota.com'['tom.beierschmitt@tema.toyota.com']; 'tommy_chang@ahm.honda.com'['tommy_chang@ahm.honda.com']; Vineet Mehta[vineet@teslamotors.com]; William Beggs <william.beggs@gm.com>[william.beggs@gm.com]; Ott, William[ott.william@epa.gov]; Wright, DavidA[Wright.DavidA@epa.gov]; yosuke_sato@ahm.honda.com[yosuke_sato@ahm.honda.com]; Yuhase, Nicole (L.)[nyuhase@ford.com]
From: Glodich, Jeffrey (J.M.)
Sent: Wed 9/24/2014 5:56:01 PM
Subject: RE: SAE LDVP Committee Agenda 9-26-14
Agenda - Light Duty Vehicle Performance Measurement Standards Committee - 9_26_2014.doc

FYI, agenda with corrected meeting day (Friday) .

From: Glodich, Jeffrey (J.M.)
Sent: Wednesday, September 24, 2014 1:46 PM
To: andrew.ramos@gm.com; 'ball.joel@epa.gov'; Beierschmitt, Thomas (T.A.); 'Berg, Olle ()'; 'Bob Maxwell'; brian.mace@horiba.com; 'Buller, Patrick'; 'Carl Paulina'; Chris Nevers; 'chris.mccarthy@gm.com'; 'david.woods@chrysler.com'; 'Dennis Pawlak'; 'Douglas Reid'; Dr. Robert Otto Rasmussen, PE ; 'Duoba, Mike'; Glodich, Jeffrey (J.M.); 'Jeff Foor'; 'Jenny.Sigelko@vw.com'; 'JNIKEUS@volvocars.com'; 'Keith Thompson'; kyle.bedsole@gm.com; 'Mahmoud Yassine'; 'Marc Belzile'; 'mark paxton'; 'Meyer, Norm'; mike.timmerman@horiba.com; Okawa, Naoyasu (N.); Peabody, Jason (J.A.); 'Peter Z. Janosi'; 'RMiller@hatci.com'; 'Roxanne Loeffler'; 'Schlueter, Hannah (EASZ/1)'; sconrad@hatci.com ; 'snyder.jim@epa.gov'; Steve Karamihas; steve.baldus@gm.com; 'Suanne.Thomas@vw.com'; 'tom.beierschmitt@tema.toyota.com'; 'tommy_chang@ahm.honda.com'; 'Vineet Mehta'; William Beggs <william.beggs@gm.com>; 'William Ott'; Wright, DavidA; yosuke_sato@ahm.honda.com; Yuhase, Nicole (L.)
Subject: SAE LDVP Committee Agenda 9-26-14

Agenda for Friday attached.

<< File: Agenda - Light Duty Vehicle Performance Measurement Standards Committee - 9_26_2014.doc >>

Jeff Glodich

Ford Motor Company
Vehicle Environmental Regulatory Strategy and Planning
217-E4 WHQ
(313) 845-1579

AGENDA

Light-Duty Vehicle Performance Measurement Standards Committee
Chair – Jeff Glodich
Secretary – Nicole Yuhase
Friday, September 26th, 2014
1:00-3:00 PM
Toyota Technical Center, Ann Arbor
(Building 1555, 1555 Woodridge)

Conference Call:

Ex. 6

Web Meeting:
https://www.connectmeeting.att.com

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- Sponsor: Tom Beierschmitt
- J1263 pull-in items
- Continue document review

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- Open for review
- Review Tesla Calculation (posted to work area)

J3066: "On-Board Fuel Consumption and Measurement Reporting Standard"

- Sponsor: David Wright
- Subcommittee status

4. Other Business

NEXT MEETING

- 9/18 (proposed)

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As a participant in SAE Technical Committees, individuals agree that the collective work of the committee(s) is the property of SAE, and SAE is charged with its publication, dissemination, and protection.

To: Grundler, Christopher[grundler.christopher@epa.gov]
Cc: Cook, Leila[cook.leila@epa.gov]
From: Blubaugh, Jim
Sent: Wed 9/24/2014 6:35:14 PM
Subject: status

Chris,

As a reminder I will be attending the CCAC Global ULSD Strategy session with UNEP, ICCT and others on Thursday and Friday this week.

Ex. 6

Please let me know if you have any questions.

Thanks,

Jim

Jim Blubaugh, Director

International Programs

Office of Transportation and Air Quality

U.S. Environmental Protection Agency

(202)564-5403

To: Schaefer, Ron[schaefer.ron@epa.gov]; Duncan, Allen[duncan.allen@epa.gov]; Greuel, Justin[Greuel.Justin@epa.gov]
Cc: Orehowsky, Gregory[Orehowsky.Gregory@epa.gov]
From: Healy, Stephen
Sent: Wed 9/24/2014 8:01:37 PM
Subject: FW: Range extender engine certification
WM Report 082614 with Appendices.pdf
ATT00001.htm

This gentleman is looking into using a light-duty Audi diesel engine in a Hybrid electric (range extender) refuse truck. He knows very little of any of our regulations, so we're starting at ground zero with him. In light of other recent discussions with other HD hybrid truck manufacturers I suggest we have an introductory conference call with him to get the ball rolling. Please take a look at the attached presentation for background. I'll set up a call with him perhaps next week.

Let me know what you think.

Steve

From: Thomas Hopkins [mailto:hopkins@zeroetech.com]
Sent: Tuesday, September 23, 2014 6:43 PM
To: Healy, Stephen
Subject: Range extender engine certification

Stephen,

Thank you for following up with me on the issue of whether the engine in a range extender needs to comply with the fuel emission regulations for heavy-duty trucks. Our question (does the exclusion identified in 40 CFR 1036.5 (b) "Engines installed in heavy-duty vehicles that do not provide motive power" apply to the range extender in a series hybrid electric drive?) and Mr. Greg Orehowsky's initial response are below.

The engine in our proposed range extender is not mechanically connected to the drive wheels of a vehicle. Its sole purpose is to generate electricity and it is quite different in performance to the conventional traction engine in a heavy-duty vehicle in that it is much smaller and it runs at a constant, optimal speed where it has the best fuel economy and the lowest emissions. The optimal operation point is at lower power than maximim power at that speed. So while it does provide power for the electric traction motor, both directly and via the battery pack, it is a much

cleaner engine than a conventional heavy-duty traction engine.

I have attached a report that we did for Waste Management on the electrification of their diesel-powered trash fleet. You will surely like the positive impact that our proposed program will have on the environment. Appendix E is a discussion of the design of our hybrid electric drive - this discussion was originally prepared when we were focussing on automobiles, but the principles are the same for hybrid drives focused on heavy-duty trucks. Please keep this information strictly confidential. It appears that Waste Management is disposed to follow through on this proposal and they are working with us to prepare a detailed proposal for their board.

You will also find Appendix C interesting as this discusses the optimal operating point for the Audi/VW 3.0L diesel engine that we propose to use to power the range extender. The optimal operating point is at 2300 rpm at 89.3 kW power output, less than the power output possible at this speed if it were fully loaded, and much less than the full power that the engine is capable of when run at top speed and full load. Our generator is sized to operate at this optimal point. The bottom line is that we do not utilize a lot of the engine's capability in order to optimize its performance (economy and emissions). A drive cycle that would accurately measure the emissions for this engine in this range extender application is a steady 2300 rpm speed with partial loading. Nothing to do with the drive cycle of a heavy-duty truck.

You might also find Appendix F interesting as we had to develop our own drive cycle to understand and optimize the performance of the whole drive, taking into account that we can chose when to turn on and off the range extender. It was only by examinging the truck's performance over a 100 mile/500 pickup cycle were we able to see that the optimal way to operate was to "Run Silent No Fumes" during the collection phases, and to turn on the range extender while driving the highway or during the driver's breaks.

The second question that I asked you in our discussion is whether an engine that is "chassis dynamometer certified" for light-duty vehicles can be used for in heavy duty truck that would normally require an "engine dynamometer certified" unit if that engine were propelling the truck itself. Please keep keep in mind that the engine portion of a range extender is actually operating in light-duty mode (running steadily at a light load to give optimal performance) even when it is in a heavy-duty truck… that the drive cycle to test the range extender should surely reflect how it actually operates - slow, steady, less than full power for the selected speed - rather than the drive cycle that the truck itself would face and that is handled by the traction electric motors, not the range extender engine.

It is surely apparent that the engine in our range-extender application will run cleaner than if used as a traction engine with full load and varying speeds. I hope the EPA is delighted with this development and do all it can to promote the adoption of this hybrid design.

We ask that you rule that the engine of a range-extender is to exceed the FE and GHG rules for either a light- or heavy-duty vehicle when tested with a drive cycle that reflects how it is actually operated. Further, that this can be determined from an efficiency map provided by the engine's manufacturer.

I look forward to your response.

Yours truly

Tom Hopkins

Thomas H. Hopkins

CEO & CTO

Zero E Technologies, LLC

9500 W. 49th Ave., Unit A-103

Wheat Ridge, CO 80033

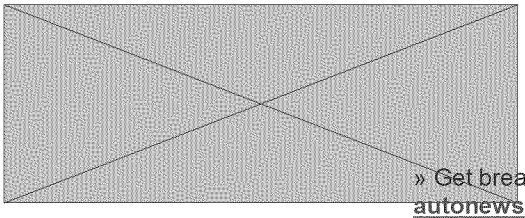
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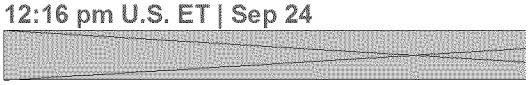
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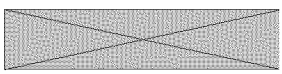


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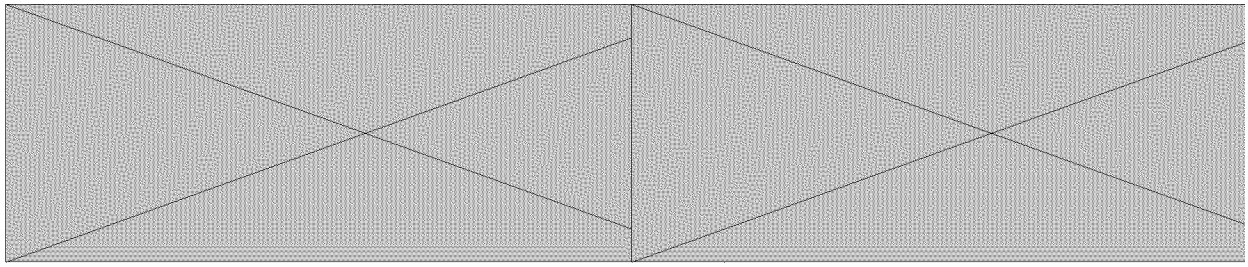
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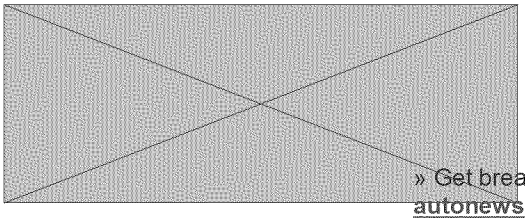
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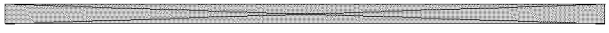


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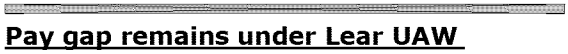
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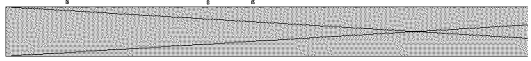
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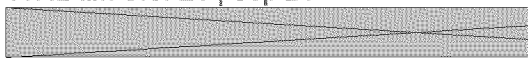
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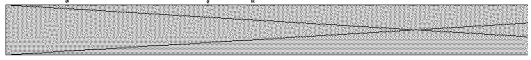
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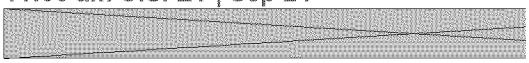
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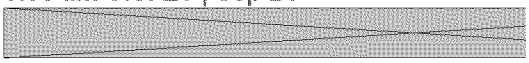
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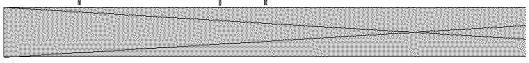
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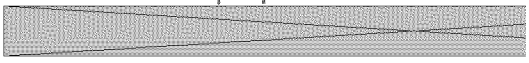
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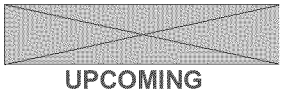
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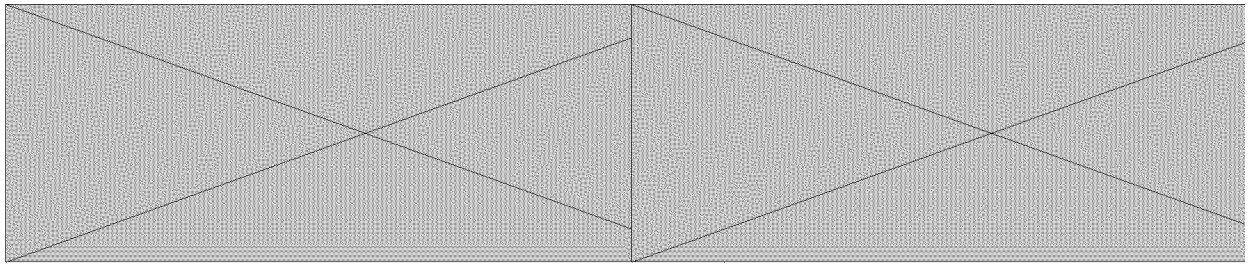
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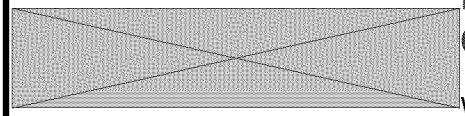
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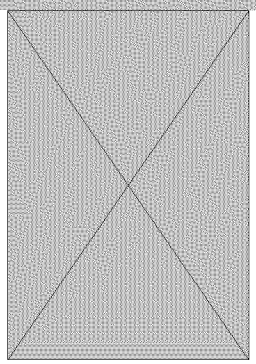
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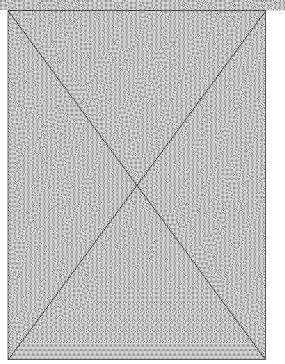
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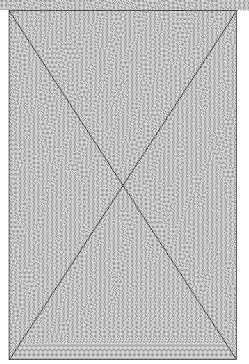
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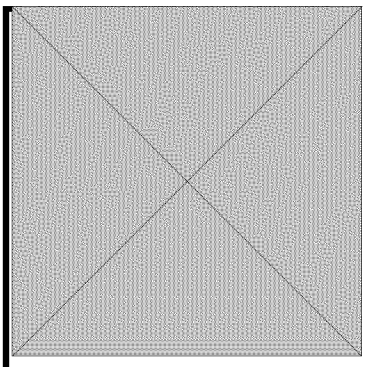
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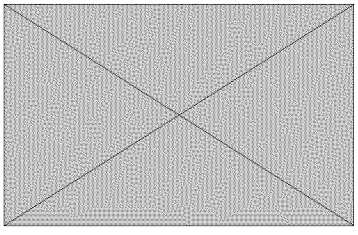
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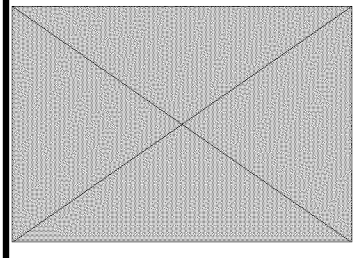
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Fast Chargers Extend Range for Electric Cars

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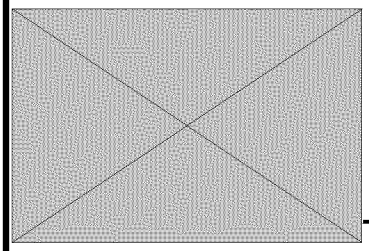
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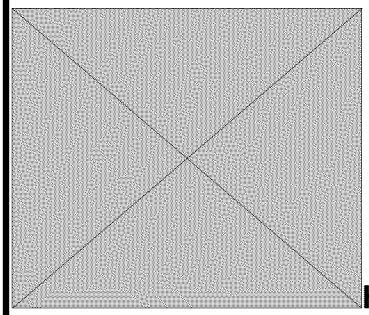
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Tech Topics:
Unlocking Energy Data Within the Enterprise

You can't control what you don't measure. That old chestnut is perfectly apt when it comes to energy management capabilities in most production facilities -- a fact that begs explanation, since energy contributes about one-third of all manufacturing costs. What explains the oversight of a critical production input? Until now, most producers have been unable to pinpoint energy consumption -- in order to effectively reduce operations costs -- because energy data has been locked away inside the machines and processes in their plants.

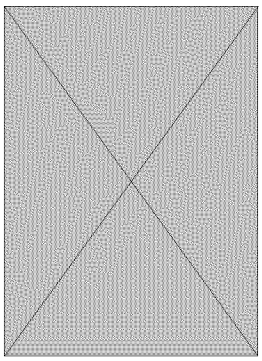
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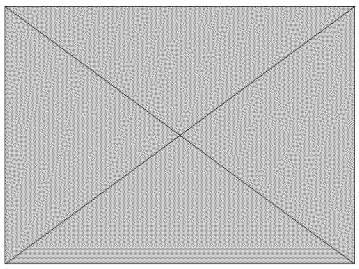


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How to Lower Plant Bills Using Power Factor Correction

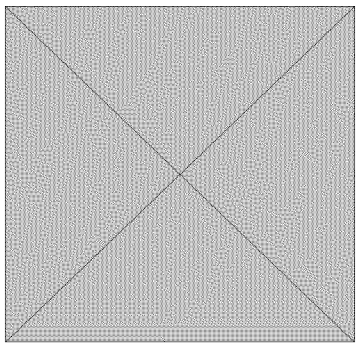
In electrical engineering, Power Factor (PF) is the ratio of real power to the apparent power flowing to the load from the source. From a business standpoint it's important to understand how having a low power factor raises your plant or factory's power bill. CAS DataLoggers regularly takes calls from customers who want a way to measure and analyze their power factor; this article is intended to help you identify this value and use corrective techniques to raise it for substantial savings and greater equipment efficiency.

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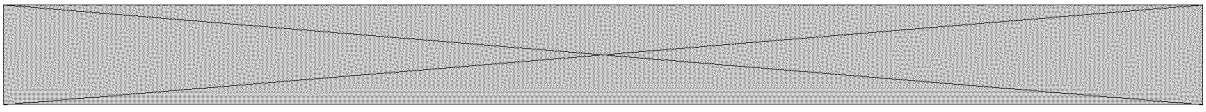
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Cruze Diesel Impressive Effort Against Germany's Best. Clearly it will take time to find a following like VW has developed over decades in the U.S. But as far as the engine itself is concerned, the GM 2.0L turbodiesel is a strong start.

Read more in the Diesel Resource Center.

Land Rover Unveils New Discovery Sport. Land Rover says the exterior design showcases "unprecedented care for details and refinement," with the goal of offering an affordable premium SUV.

Read more in the Diesel Resource Center.

Ford Gets Rockin' Down Highway. Ford Transit earns a standing ovation for its excellent 5-cyl. diesel engine, two wide-swinging rear doors, a side slider and a full-length vinyl floor covering that is heavy-duty, sweepable and easily cleaned.

Read more in the Diesel Resource Center.

Diesel-Vehicle Buyers Wronged, U.K. Newspaper Claims.
The Sun accuses the government of offering incentives to diesel buyers since 2001, only to threaten them now with harsh penalties for excessive carbon-dioxide emissions .

Read more in the Diesel Resource Center.

Mercedes Diesel Does It. We drove a Mercedes' M-Class diesel to the annual Management Briefing Seminars in Traverse City, MI. Our verdict: Diesel does it.

Read more in the Diesel Resource Center.

Please pass this alert along to others involved in diesel within your organization, and be sure to bookmark the WardsAuto Diesel Resource Center sponsored by Bosch for all the latest diesel developments.

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To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]
From: Rodgers, William (EEO)
Sent: Mon 9/29/2014 12:45:10 PM
Subject: 2016 VW Group Ex. 4 - CBI

Hello Jim,

Ex. 4 - CBI

Please let me know if there are any questions or concerns with this information.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Giles, Michael (EEO)
Sent: Mon 9/29/2014 1:42:18 PM
Subject: RE: VW Group Ex. 4 - CBI Phone Discussion

Hello Jim,

I hope you had a good weekend. This is just a friendly reminder about the phone call we wanted to have. Please let us know a time that works for you and we will be available.

Regards,

Mike

From: Giles, Michael (EEO)
Sent: Wednesday, September 24, 2014 11:14 AM
To: Snyder, Jim
Cc: Kata, Leonard; Rodgers, William; Allen, Gregory (EEO); Thomas, Richard (EEO) (Richard.Thomas@vw.com); Peter, Juergen (EASZ/1) (juergen.peter@volkswagen.de); Horton, Garett (VWGoA Imp); Schlueter, Hannah (EASZ/1) (hannah.schlueter@volkswagen.de)
Subject: VW Group Ex. 4 - CBI Phone Discussion

Hello Jim,

As a follow up to my voice message and our previous discussions, we would like to set a time for a phone discussion for the Ex. 4 - CBI Anytime tomorrow (Thursday) or later will work for us, but we would appreciate meeting at your earliest possible convenience. We could plan to do the meeting in a 30 minute window or maybe an hour if you can spare it.

Topics:

Ex. 4 - CBI

-

-

Ex. 4 - CBI

Please let us know when you are available for the discussion and I will set up a dial in number.

Thanks,

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

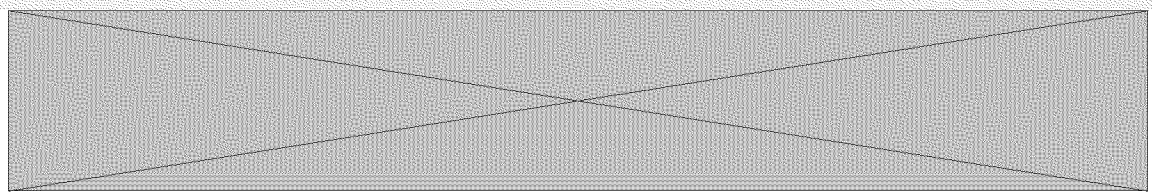
Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

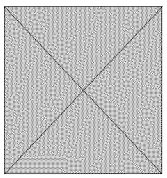
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Mon 9/29/2014 4:04:40 PM
Subject: Green Car Report Daily Headlines

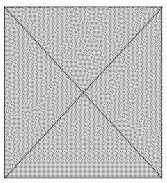
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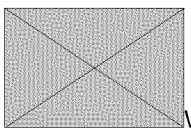
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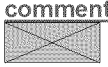


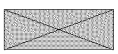
Wrecked Tesla, Dopey Dealers, VW Passat Plug-In Hybrid, Sakti3 Batteries: Today's Car News

Sep 29, 2014 03:30 pm | feedback@highgearmedia.com (John Voelcker)

 We've got two Tesla stories--one in which a car-dealer rep says something really dumb--plus a debate over green transport, VW's second plug-in hybrid, and the emergence of a secretive battery startup with ties to GM. All this and more today on Green Car Reports. On Saturday, we covered the prior week's new in our Week In Reverse video. While Iowa...

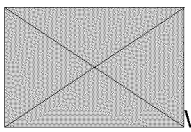
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Would Intelligent Cars Get Us Green Quicker Than Electric Cars?

Sep 29, 2014 02:21 pm | feedback@highgearmedia.com (John Voelcker)

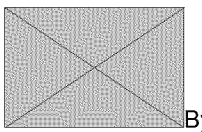
 What technologies will have the most impact on making cars greener and transportation more sustainable--and provide that impact fastest? Suppose that the key isn't plug-in electric cars, but in fact connecting cars to each other and to the infrastructure around them--

making traffic flow vastly more efficiently? That's the controversial thesis put...

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Sakti3 Battery Firm: Key To GM 200-Mile Electric Car, $100 Per kWh By End Of Decade?

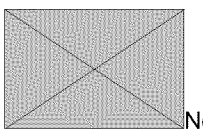
Sep 29, 2014 01:39 pm | feedback@highgearmedia.com (John Voelcker)

 By all indications, there will be an all-electric 2017 Chevrolet Sonic EV for which General Motors is targeting a range of 200 miles. And one of the keys to achieving such a range from a compact car will be a more energy-dense battery than those used today. DON'T MISS: GM's 200-Mile Electric Sonic EV For 2017: What We Know So Far: UPDATED One...

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Volkswagen Passat GTE Plug-In Hybrid To Appear At Paris Motor Show

Sep 29, 2014 01:01 pm | feedback@highgearmedia.com (John Voelcker)

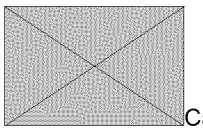
 Now that German carmakers have started to work in earnest on plug-in hybrids, expect to see a whole lot more of them in the coming years--though not always in North America. Following the Volkswagen Golf GTE plug-in hybrid it unveiled last year, which is now on sale in Europe, the second VW to carry that powertrain has been unveiled ahead of its...

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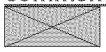
Buying A Crashed Tesla Model S: Damage, Risk, Safety, Salvage, And

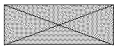
Reporting

Sep 29, 2014 12:24 pm | feedback@highgearmedia.com
(John Voelcker)

 Caveat emptor. Or, for those less conversant in Latin, buyer beware. That's the lesson that should always be applied when buying a used car. Especially one with obvious damage. Especially a used electric car that's been so badly damaged that it's been declared a total writeoff by an insurance company, meaning that it's now designated a "salvage...

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To: Harry.Thompson@dot.gov[Harry.Thompson@dot.gov]
From: Good, David
Sent: Mon 9/29/2014 6:48:54 PM
Subject: FW: CAFE/GHG - the revised 2012 VW CAFE/GHG letters are in the signing queue (CAFE is combined with Porsche); NNTO

FYI---you should see something your in-box today or tomorrow.

Dave

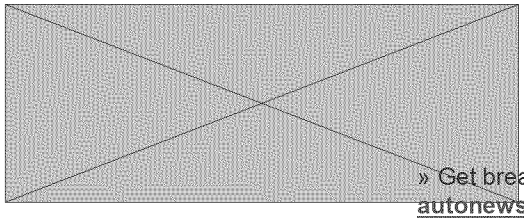
From: Good, David
Sent: Monday, September 29, 2014 2:13 PM
To: Wehrly, Linc
Cc: French, Roberts; Peavyhouse, Robert
Subject: CAFE/GHG - the revised 2012 VW CAFE/GHG letters are in the signing queue (CAFE is combined with Porsche); NNTO

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Automotive News
Sent: Mon 9/29/2014 8:38:16 PM
Subject: DAILY: UAW, 2 German labor groups join forces in bid to organize VW Tenn. plant | Toyoda Gosei agrees to pay $26M fine for price-fixing | Why New York is the wrong move for Cadillac

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The UAW and two top German labor groups have signed a letter of intent to jointly organize the Volkswagen AG assembly plant in Chattanooga, a top UAW official said today. ... » READ

Toyoda Gosei settles U.S. price-fixing charge, pays $26 million fine

1:46 pm U.S. ET | Sep 29

Japanese auto parts maker Toyoda Gosei agreed to plead guilty to price-fixing and pay a $26 million fine, the Justice Department said. ... » READ

Ford sets goal of 9.4M global sales by 2020; 2 new Lincoln models on

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UPDATED: 9/29/14 4:22 pm ET - adds stock close, details

3:28 pm U.S. ET | Sep 29

Ford aims to increase its global sales by 52 percent to 9.4 million annually by 2020 by tapping into fast-growing Asian markets, investing heavily in its Lincoln luxury brand, and expanding its global offerings of small cars and utility vehicles, executives said today. ...

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» Oct. 9 - Used Car Dept Performance by FirstLook

Toyota to recall 690,000 Tacomas in U.S. to fix suspension

1:12 pm U.S. ET | Sep 29

Toyota design chief erases the rules

12:01 am U.S. ET | Sep 27

Takata airbag recall may expand to include GM vehicles

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Hyundai reaches wage deal with union after work stoppages

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M-B will train 26,000 in the brand's culture

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BMW launches automated driving project in China with Baidu

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by Cars.com
» Oct. 23 - Transform Your Digital Dealership
by Naked Lime

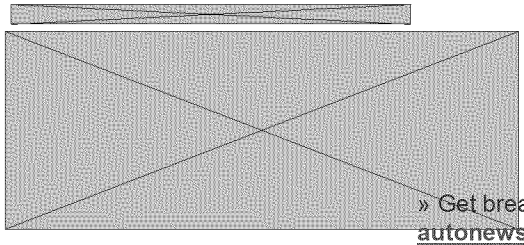
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To: Good, David[good.david@epa.gov]
Cc: Maurice.Hicks@dot.gov[Maurice.Hicks@dot.gov]; t.letkiewicz.ctr@dot.gov[t.letkiewicz.ctr@dot.gov]
From: Harry.Thompson@dot.gov
Sent: Tue 9/30/2014 10:57:26 AM
Subject: RE: CAFE/GHG - the revised 2012 VW CAFE/GHG letters are in the signing queue (CAFE is combined with Porsche); NNTO

Thanks. Are you (EPA) any closer on 2011 & 2012 Hyundai & Kia?

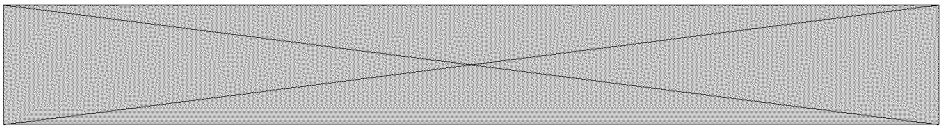
From: Good, David [mailto:good.david@epa.gov]
Sent: Monday, September 29, 2014 2:49 PM
To: Thompson, Harry (NHTSA)
Subject: FW: CAFE/GHG - the revised 2012 VW CAFE/GHG letters are in the signing queue (CAFE is combined with Porsche); NNTO

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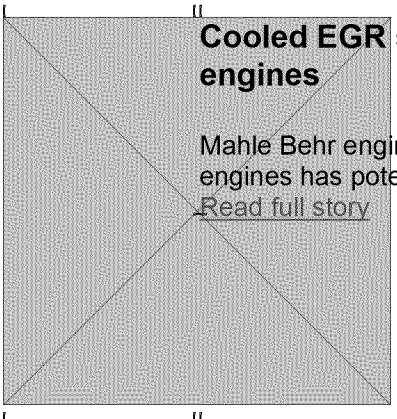
Dave

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To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: SAE International
Sent: Tue 9/30/2014 2:00:00 PM
Subject: Automotive Engineering Powertrain Technology eNewsletter September 2014



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Cooled EGR shows benefits for gasoline engines

Mahle Behr engineers believe using cooled EGR on gasoline engines has potential to improve fuel economy 2% to 5%. Read full story

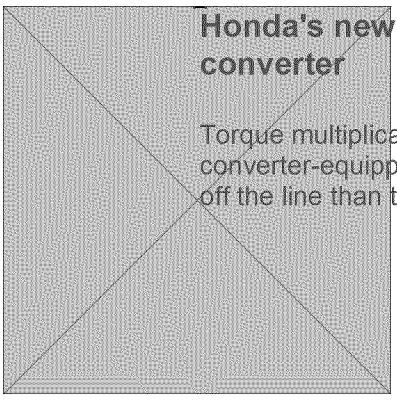


Ford's new 2.7-L EcoBoost V6 designed for lighter aluminum F-150

Ford pickup customers have already embraced turbo V6 power in the current steel F-150. The all-new, smaller 2.7-L V6, packing 325 hp and 375 lb-ft, in a truck that is more than 700-lb lighter than the incumbent model, should find an equally willing audience. Read full story

ZF cPOWER - continuously variable transmissions for wheel loaders

The fully powersplit, continuously variable technology benefits from the long-term experience gained in the agricultural machinery sector and offers significant consumption benefits and productivity increases for vehicle owner. In short - the perfect solution for any application. High loads at low speeds in combination with high dynamic are the outstanding requirements for construction machinery. These criteria are met optimally by the new ZF CVT technology with a degree of efficiency that was inconceivable up to now.

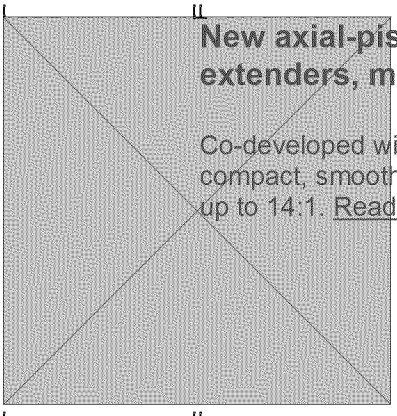


Honda's new 8-speed DCT uses a torque converter

Torque multiplication in the smooth operating, torque converter-equipped DCT makes the 2015 Acura TLX quicker off the line than the previous TSX. Read full story

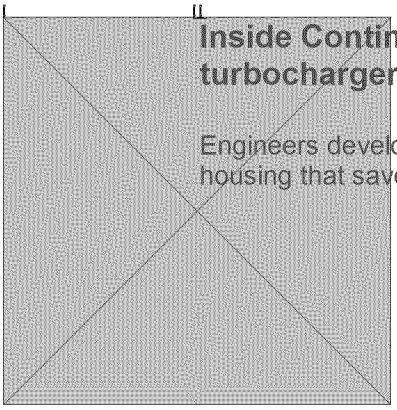
Understand the crucial link between vibration and fatigue

Vibration and fatigue are two linked phenomena that need to be understood together so that we can avoid unnecessary over-design and prevent operational failures. Join HBM-nCode for a free one-day seminar as one of their fatigue experts discusses practical engineering considerations for designing against vibration and fatigue, explaining the basics of fatigue and vibration before delving deep into how durability is influenced by vibration.



New axial-piston engine aimed at range extenders, military applications

Co-developed with Mahle, the proof-of-concept engine is compact, smooth-running, and can tolerate compression ratios up to 14:1. Read full story

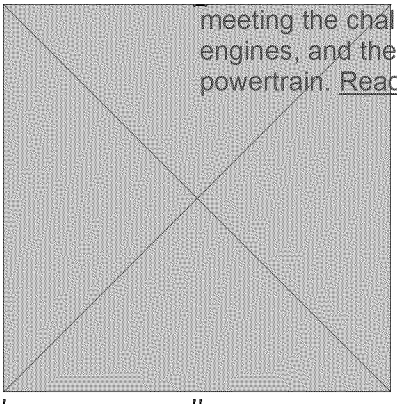


Inside Continental's new aluminum turbocharger

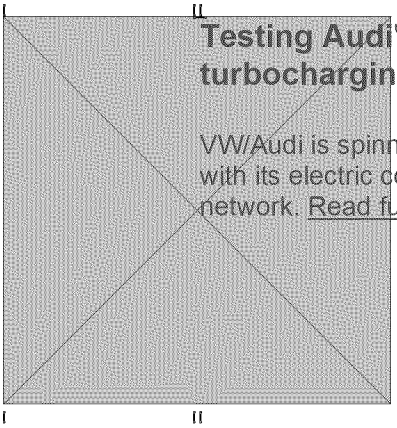
Engineers developed a cast-aluminum, liquid-cooled turbine housing that saves cost and weight. Read full story

Nanotechnology reduces friction in the "film industry"

Advances in automotive lubricant technology are aimed at



meeting the challenge of new downsized and boosted engines, and the need for friction reduction across the powertrain. Read full story



Testing Audi's new e-booster reveals turbocharging's future

VW/Audi is spinning rapidly into a new engine-boosting era with its electric compressor technology witht he help of a 48-V network. Read full story

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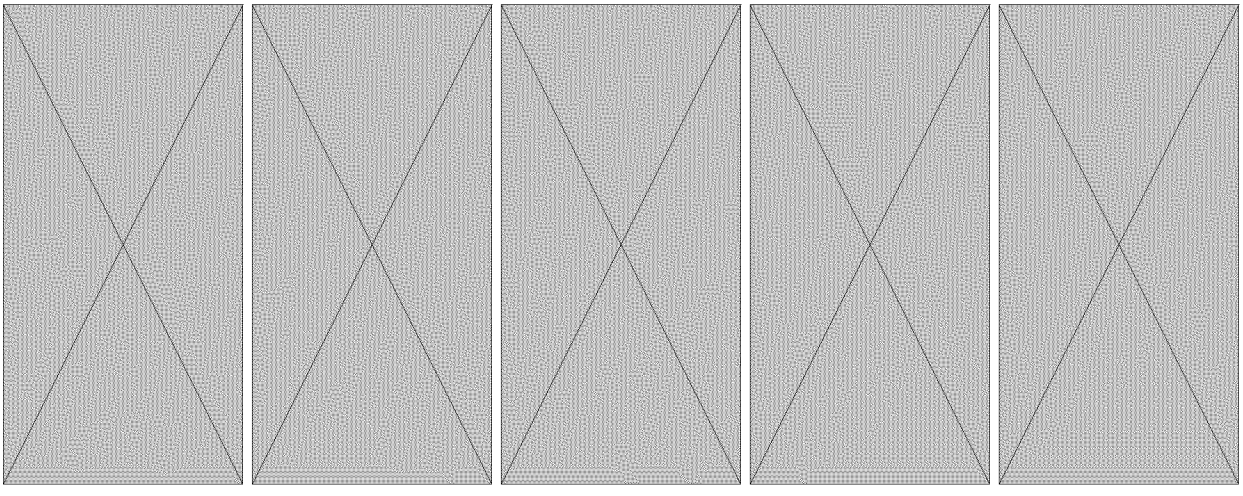
This 60-minute webcast will explore the development of low-emission diesel engine for light-duty automotive & other industry sectors, the vision into the latest toolsets for mechatronic systems simulation, & the advanced engine friction-reduction solutions.

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  November 19, 2014 • Stuttgart, Germany
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  December 10-11, 2014 • Shanghai, China
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A professional development package designed to familiarize you with key components and their function as a system. Engineers new to the drivetrain/powertrain - this is your learning path. Experienced drivetrain/powertrain engineers - expand and refine your knowledge.

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2014 Automotive Engineering Powertrain Technology eNewsletter schedule: January, March, May, July, September, November

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From: Snyder, Jim
Required Attendees: Wehrly, Linc; Ott, William; Wright, DavidA; Paulina, Carl; Giles, Michael (EEO)
Optional Attendees: Smithson, Arlene; McBryde, Dan
Location: AA-Room-Office-C35-ConfRoom/AA-OTAQ-OFFICE
Importance: Normal
Subject: Lab testing the BEV VW Golf
Start Date/Time: Wed 10/1/2014 1:30:00 PM
End Date/Time: Wed 10/1/2014 2:30:00 PM

We've covered most of this already but its a chance to ask or answer any questions. We have another meeting at 10 so hopefully this won't run long.

We could plan to do the meeting in a 30 minute window or maybe an hour if you can spare it.

Topics:

- Charging box connection
- Driving mode review
- Road load coefficients / dyno setup review
- Anticipated Testing schedule

Please let us know when you are available for the discussion and I will set up a dial in number.

Thanks,
Mike

Michael Giles

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Giles, Michael (EEO)
Sent: Tue 9/30/2014 6:55:54 PM
Subject: VW Group - Proposed meeting Wed 10:00 am (?)

Hi Jim,

As a follow up to my voice mail, we spoke to Juergen and he is hoping we could do the phone call Wednesday at 10:00 our time. I hope this might work, either way please let me know.

Ex. 4 - CBI

Thanks,

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

From: Snyder, Jim
Required Attendees: Wehrly, Linc; Ott, William; Wright, DavidA; Paulina, Carl; Giles, Michael (EEO)
Optional Attendees: Smithson, Arlene; McBryde, Dan
Location: AA-Room-Office-C35-ConfRoom/AA-OTAQ-OFFICE
Importance: Normal
Subject: Lab testing the BEV VW Golf
Start Date/Time: Wed 10/1/2014 1:30:00 PM
End Date/Time: Wed 10/1/2014 2:30:00 PM

When: Wednesday, October 01, 2014 9:30 AM-10:30 AM (GMT-05:00) Eastern Time (US & Canada).
Where: AA-Room-Office-C35-ConfRoom/AA-OTAQ-OFFICE

Note: The GMT offset above does not reflect daylight saving time adjustments.

~~*~*~*~*~*~*~*~*~*

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Thanks,
Mike

Michael Giles

From: Giles, Michael (EEO)
Location: Online Meeting
Importance: High
Subject: e-Golf Discussion with EPA
Start Date/Time: Wed 10/1/2014 1:30:00 PM
End Date/Time: Wed 10/1/2014 2:30:00 PM

.....
,,,,,,
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The discussion topics are as follows:

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- Driving mode review
- Road load coefficients / dyno setup review
- Anticipated Testing schedule

Regards,
Mike

.....

Join online meeting
https://join.vw.com/michael.giles/VBJ3ZZX8

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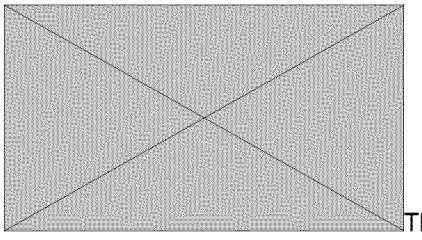
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: WardsAuto OEM Edition
Sent: Wed 10/1/2014 8:00:59 AM
Subject: Mustang Design Incorporates Cues From Past in Modern Interpretation

View Web Version | Add to Safe Sender List

WardsAuto OEM Edition

October 1, 2014

PSA to Unveil 118-MPG Citroen Concept at Paris Show



The outstanding fuel economy comes from a unique hybrid powertrain that uses air instead of electricity. The technology combines a 3-cyl. PureTech gasoline engine with a compressed-air energy-storage unit that powers the automatic transmission.

FULL ARTICLE

World Vehicle Sales Dip for First Time in 14 Months

Deliveries in Europe plummeted in August, down 6.1% to just 1.0 million units, accounting for 16.9% of worldwide sales.

FULL ARTICLE

Mustang Design Incorporates Cues From Past in Modern Interpretation

The Mustang's chief designer says cues from the '65 and '67 models were retained in creating a modern interpretation of iconic pony car.

FULL ARTICLE

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Digital Magazine

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WHITEPAPER

Bringing new vehicles to market has never been more challenging. Not only are new vehicles more complex than ever before, but supply chains are stretched, consumers are more demanding and even small delays can cost millions of dollars per model.

Download "Time To Market: The Need for Speed in the Automotive Industry" Whitepaper

Designed by designers and engineered for engineers, our annual Cool Parts Calendar features the visions of product developers across the nation and around the world. It features monthly contests, industry tradeshow dates, and (of course) those elusive days of the week. Request your calendar today.

Renault to Unveil New-Gen Espace MPV at Paris Show

Through the years the family van has matured into a large, sophisticated utility meant to appeal to buyers with a strong design and modular, highly flexible interior.

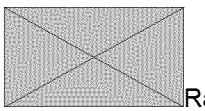
FULL ARTICLE

Dead Rockers Enliven Today's Car Ads

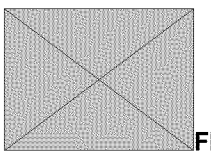
RETAIL FRONT BLOG
Acura draws pans, praise for TV spot featuring the voice of Sid Vicious

FULL ARTICLE

Autoline Daily

 Ram Boosts EcoDiesel, F1 Racer to Make History, Daimler Labor Chief Wants UAW

Odds Are Cadillac's New York Stay to Be Temporary

 **FINAL INSPECTION BLOG**
Culture clashes, cost-cutting pressures or failure to complete the Herculean task of reviving Cadillac's image all could be drivers for bringing the brand back home.

FULL ARTICLE

WardsAuto Poll

What is the single most likely outcome of Cadillac's move to New York? Vote in our latest poll.

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Solutions to industry's toughest challenges Since 1905, SAE International has connected aerospace & ground vehicle engineers throughout the world to each other & the technical resources needed to foster a lifetime of learning & the advancement of industry. See how mobility engineers are solving two of their toughest challenges-- FREE WHITEPAPERS.

Toyota India's Sales, Fiscal Injuries Self-Inflicted

Toyota is refining its manufacturing practices to again ensure quality. New Managing Director Naomi Ishii has started the process for rapid localization of parts and is working to choose the right models in the right segments.

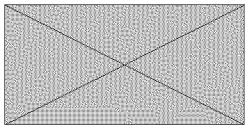
FULL ARTICLE

Technology Roundup

Bridgestone studying rubbery shrubbery; LEDs light the way in new Lexus CUV; Mahle casts away cast iron in piston-ring component

FULL ARTICLE

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Diesel developments spotlighted in new WardsAuto Diesel Resource Center sponsored by Bosch
Read new product announcements, technology updates, government regulations and diesel innovations – all in one place. WardsAuto keeps you on top of the constantly evolving world of diesels, with news and analysis to keep your company ahead of the curve. READ NOW.

New Diesel Jetta's Trump Card for '15

Vehicle Test Drive
VWA has led the U.S. in the diesel category, where TDI take rates have hovered around 40% for the Passat sedan, 35% for the Jetta and 23% for the brand overall. So the expanded availability of the even better new 2.0L should be a hit.

FULL ARTICLE

'15 Volkswagen Jetta TDI

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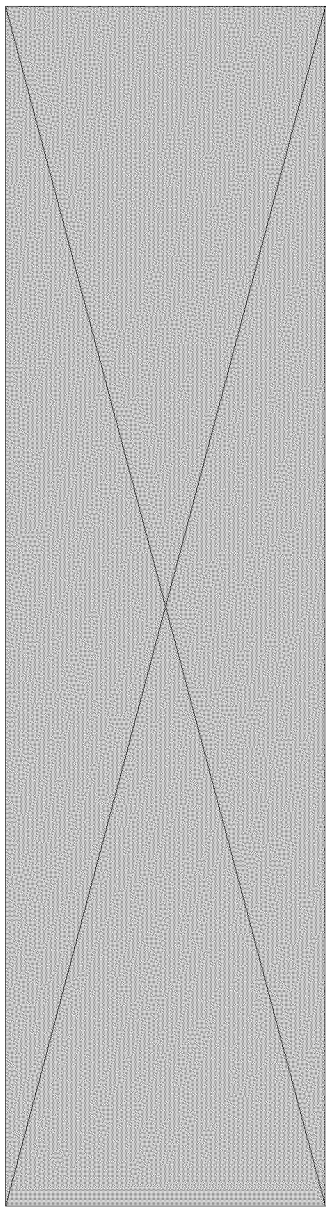
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GALLERY
The new 2.0L is VW's sixth-generation diesel for the American market. Refinement, fuel-economy and power never were better.

FULL ARTICLE

VideoWire

Flying Car in Works; Ford Trims Outlook, to Cut Platforms; GM Switch Toll Rises



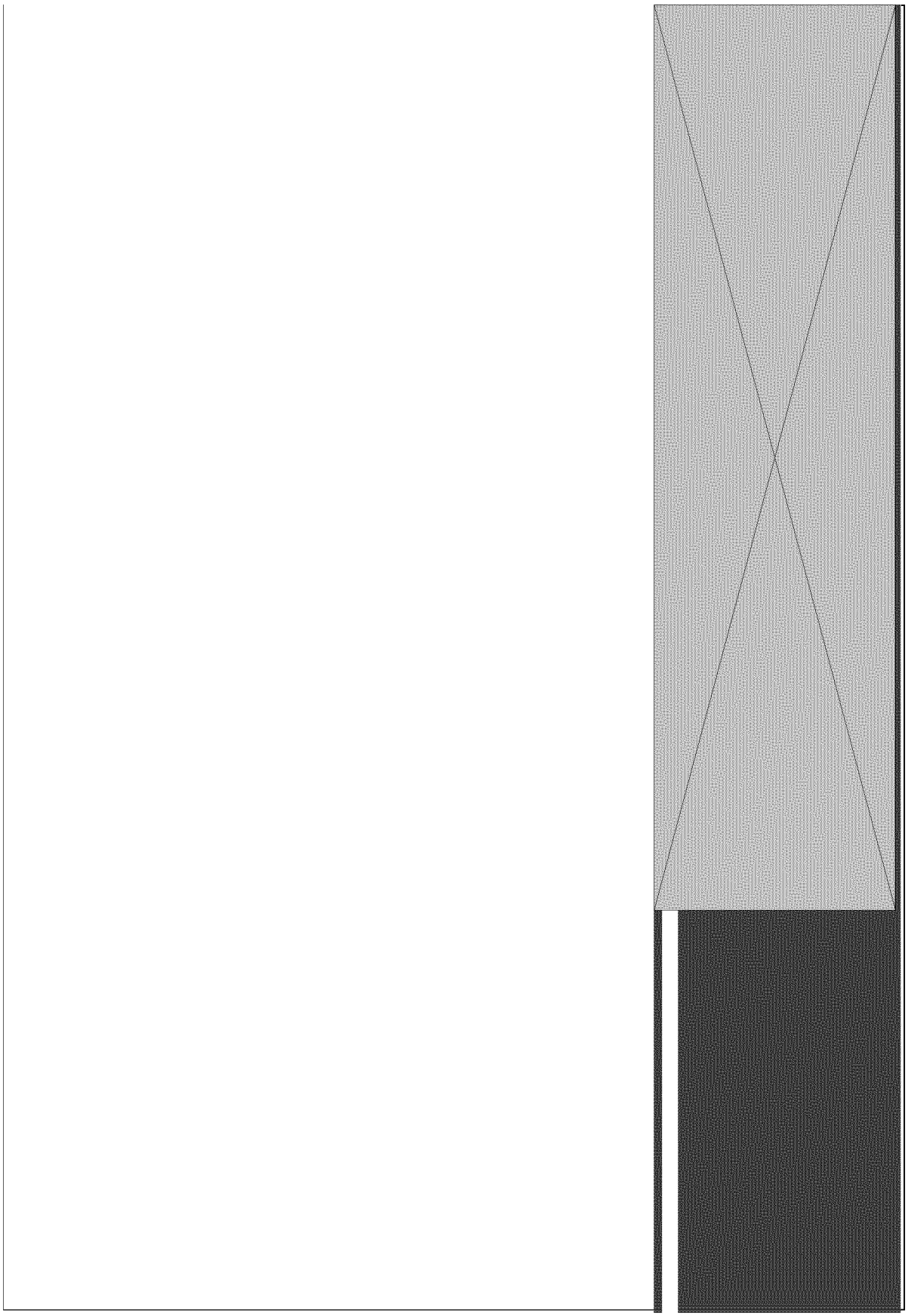
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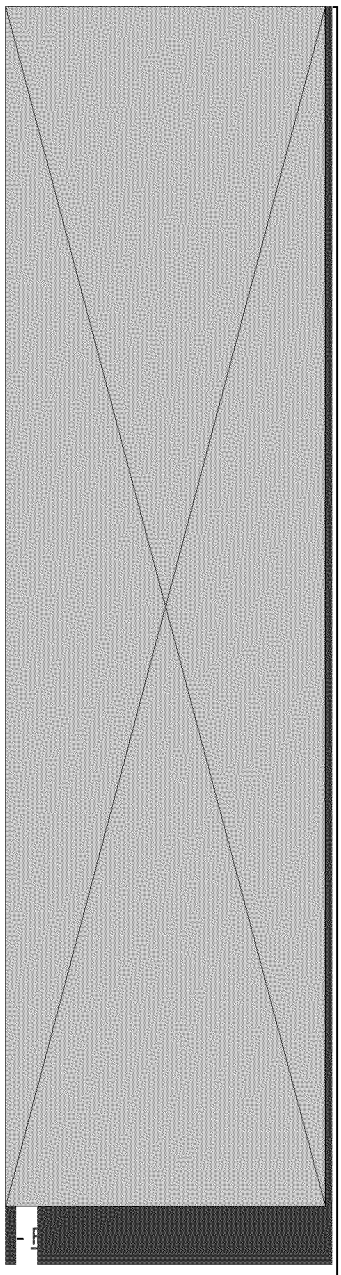
Digital Magazine

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WHITEPAPER

Bringing new vehicles to



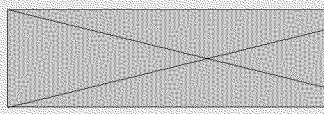


market has never been more challenging. Not only are new vehicles more complex than ever before, but supply chains are stretched, consumers are more demanding and even small delays can cost millions of dollars per model.

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To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Giles, Michael (EEO)[michael.giles@vw.com]; Peter, Juergen (EASZ/1)[juergen.peter@volkswagen.de]; Horton, Garett (VWGoA Imp)[garett.horton@volkswagen.de]; Rodgers, William (EEO)[William.Rodgers@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Kata, Leonard (EEO)
Sent: Wed 10/1/2014 10:36:25 AM
Subject: RE: Ex. 4 - CBI Discussion with EPA

Ex. 4 - CBI

Hello Jim:

Ex. 4 - CBI

this topic as well. Otherwise we like set a time for this discussion as soon as possible. A brief presentation is attached below.

Best regards,

Len

Leonard W. Kata
Senior Manager
Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.
Phone: (248) 754-4204
Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com

-----Original Appointment-----
From: Giles, Michael (EEO)
Sent: Tuesday, September 30, 2014 4:31 PM
To: Giles, Michael (EEO); Jim Snyder (Snyder.Jim@epamail.epa.gov); Peter, Juergen (EASZ/1); Horton, Garett (VWGoA Imp); Kata, Leonard (EEO); Rodgers, William (EEO); Allen, Gregory (EEO); Thomas, Richard (EEO)
Subject: Ex. 4 - CBI Discussion with EPA
When: Wednesday, October 01, 2014 9:30 AM-10:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Online Meeting
Importance: High

Hello All,

A call in time for our phone conference with EPA has been confirmed.

The discussion topics are as follows:

Ex. 4 - CBI

Regards,
Mike

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+1 (855) 858-8080
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Ex. 6

Forgot your dial-in PIN?| First online meeting?

To: Thomas, Richard (EEO)[Richard.Thomas@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]
From: Snyder, Jim
Sent: Wed 10/1/2014 12:43:42 PM
Subject: FW: Certificate Number FVGAV00.0VZZ-045 with Evaporative Family N/A has been issued

In case you didn't get a notice...

-----Original Message-----
From: VerifyAdministrator@verifyprod.rtpnc.epa.gov
[mailto:VerifyAdministrator@verifyprod.rtpnc.epa.gov]
Sent: Wednesday, October 01, 2014 8:42 AM
To: Wright, DavidA; Snyder, Jim
Subject: Certificate Number FVGAV00.0VZZ-045 with Evaporative Family N/A has been issued

Certificate Number FVGAV00.0VZZ-045 with Evaporative Family N/A has been issued. A copy of the signed certificate is attached below.

https://verifyprod.rtpnc.epa.gov/cert_pdf/display?industry=ld&certId=5205

To: Snyder, Jim[Snyder.Jim@epa.gov]; Giles, Michael (EEO)[michael.giles@vw.com]
Cc: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Wed 10/1/2014 12:47:42 PM
Subject: RE: Certificate Number FVGAV00.0VZZ-045 with Evaporative Family N/A has been issued

Yeah, I see it.

Thanks very much Jim. I will try to run an early fuel economy label only for test purposes at this point.

Best regards,
Richard

-----Original Message-----
From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Wednesday, October 01, 2014 8:44 AM
To: Thomas, Richard (EEO); Giles, Michael (EEO)
Subject: FW: Certificate Number FVGAV00.0VZZ-045 with Evaporative Family N/A has been issued

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https://verifyprod.rtpnc.epa.gov/cert_pdf/display?industry=ld&certId=5205

From: Giles, Michael (EEO)
Location: Online Meeting
Importance: High
Subject: Ex. 4 - CBI
Start Date/Time: Wed 10/1/2014 1:30:00 PM
End Date/Time: Wed 10/1/2014 2:30:00 PM

.....
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+1 (248) 630-0170
+ 1 (248) 754-5055
Find a local number
Ex. 6
Forgot your dial-in PIN? | First online meeting?

From: Giles, Michael (EEO)
Location: Online Meeting
Importance: Normal
Subject: e-Golf Dyno Follow up
Start Date/Time: Thur 10/2/2014 1:30:00 PM
End Date/Time: Thur 10/2/2014 2:00:00 PM

.....
,,,,,
A follow up meeting is planned for the e-Golf dyno coefficients and setup.
We aim for 9:30 if possible, otherwise please advise.
Jim, we plan to provide the detailed information you have requested by 8:00 tomorrow am. As we discussed, we would appreciate your feedback on other options.
Agenda:

- Review VW Information and determine if acceptable, discuss alternative paths if required.

.....

Join online meeting
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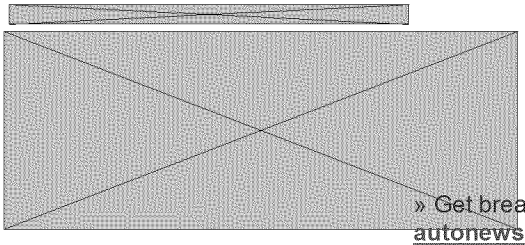
.....

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Automotive News
Sent: Wed 10/1/2014 8:54:25 PM
Subject: DAILY: GM, Nissan, Chrysler gains propel market to 9% increase | Lamborghini, Ferrari supercars join fuel sippers in Paris | Mercedes to lower mpg ratings on some C-class sedans

Today's most read story

GM, Nissan, Chrysler gains propel market to 9% increase

October 1, 2014



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TOP NEWS

SEPTEMBER U.S. AUTO SALES

GM, Nissan, Chrysler gains propel market to 9% increase

UPDATED: 10/1/14 3:49 pm ET
8:00 am U.S. ET | Oct 1

U.S. light-vehicle sales -- paced by truck-fueled gains at GM, Chrysler Group and Nissan Group -- rose 9 percent in a September marked by sharp brand advances and a few steep declines. The industry-wide results were just below forecasts and cooler than the scorching rate of sales set in August. ... » READ

2014 PARIS AUTO SHOW

Lamborghini, Ferrari supercars join fuel sippers as show stars

12:01 am U.S. ET | Oct 1

Supercars such as a new 900hp Lamborghini and the Ferrari 458 Speciale A will line up alongside fuel-efficient plug-in hybrids such as the VW Passat GTE at the Paris auto show. The Mercedes-AMG GT and Jaguar XE will also debut. ... » READ

Mercedes to lower mpg ratings on some C-class sedans

12:45 pm U.S. ET | Oct 1

Mercedes-Benz will lower the fuel economy ratings of some late-model C-class sedans after an audit by federal regulators found errors in mpg testing by the automaker. ... » READ

Jaguar XE to offer awd, diesel engine in U.S.

7:59 am U.S. ET | Oct 1

The Jaguar XE compact sedan will launch with optional all-wheel drive and a four-cylinder diesel engine when it goes on sale in the U.S. ... » READ

Ford Credit rolls out 75-month loans nationwide

UPDATED: 10/1/14 1:01 pm ET - adds details

12:01 am U.S. ET | Oct 1

Ford Motor Credit has joined the trend toward longer loans, rolling out 75-month terms nationwide starting today. The company previously had conducted a pilot program. ... » READ

BEST PRACTICES

L.A. retailer knows the value of a good name

12:01 am U.S. ET | Sep 29

The adage that success is about "location, location, location" certainly applies to Honda of Los Angeles. But that was difficult to see three years ago. The store, which is booming now, was boarded up and in bankruptcy court in 2011. ... » READ

ON THE BLOGS

MIKE COLIAS

What the new Opel Corsa and next-gen Chevy Volt have in common

» READ

MOST READ (Last 7 days)

GM warns '15 Corvette owners that 'valet mode' may be illegal

Cadillac prepares dealers for a jolt

Ford sets goal of 9.4M global sales

by 2020, cuts profit outlook for '14

Hyundai pays the price for prestige

VanDyke says Lincoln's N.Y. agency move is working

GM bets on technology and Cadillac to become 'most valued' automaker

UPDATED: 10/1/14 4:22 pm ET - adds stock close

10:38 am U.S. ET | Oct 1

GM will position Cadillac CT6 as tech showcase

3:55 pm U.S. ET | Oct 1

Chevy Trax will start at $20,995 in U.S. debut

11:51 am U.S. ET | Oct 1

Canada auto sales jump for major automakers in

UPCOMING EVENTS

» Oct. 15 - Best Dealerships To Work For

» Nov. 13-14 - Automobilwoche Kongress

» January 13-14 - Automotive News World Congress

» January 22 - Automotive News Retail Forum

UPCOMING WEBINARS

» Oct. 2 - Retention Metrics by DMEautomotive

» Oct. 9 - Used Car Dept Performance

September

2:51 pm U.S. ET | Oct 1



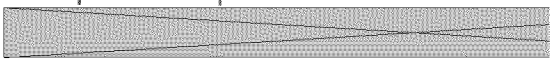
Dealer software provider CDK goes public as it spins off from ADP

11:24 am U.S. ET | Oct 1



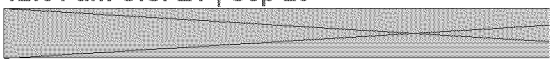
Magna unit to acquire closures supplier Techform

12:55 pm U.S. ET | Oct 1



Court reinstates $1 million verdict against ex-dealer

12:01 am U.S. ET | Sep 29



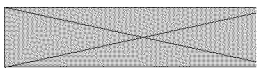
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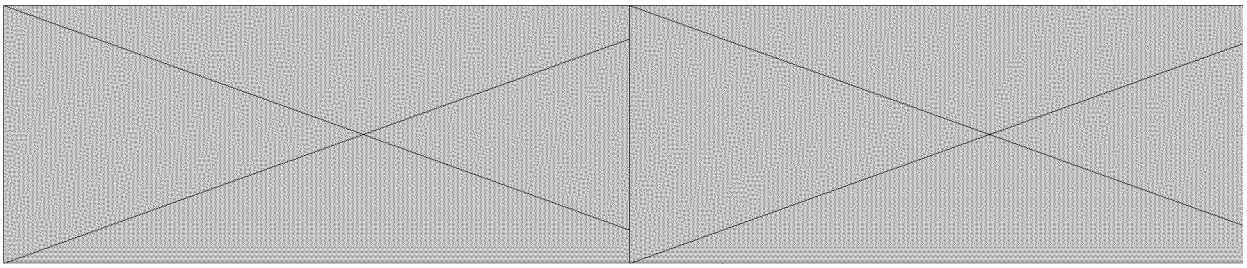
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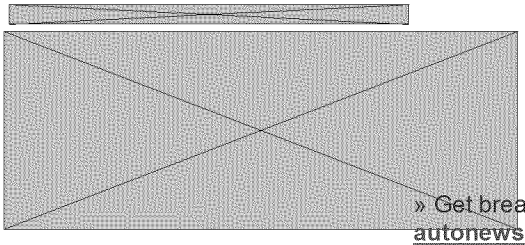
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TOP NEWS

SEPTEMBER U.S. AUTO SALES

GM, Nissan, Chrysler gains propel market to 9% increase

UPDATED: 10/1/14 3:49 pm ET
8:00 am U.S. ET | Oct 1

U.S. light-vehicle sales -- paced by truck-fueled gains at GM, Chrysler Group and Nissan Group -- rose 9 percent in a September marked by sharp brand advances and a few steep declines. The industry-wide results were just below forecasts and cooler than the scorching rate of sales set in August. ... » READ

2014 PARIS AUTO SHOW

Lamborghini, Ferrari supercars join fuel sippers as show stars

12:01 am U.S. ET | Oct 1

Supercars such as a new 900hp Lamborghini and the Ferrari 458 Speciale A will line up alongside fuel-efficient plug-in hybrids such as the VW Passat GTE at the Paris auto show. The Mercedes-AMG GT and Jaguar XE will also debut. ... » READ

Mercedes to lower mpg ratings on some C-class sedans

12:45 pm U.S. ET | Oct 1

Mercedes-Benz will lower the fuel economy ratings of some late-model C-class sedans after an audit by federal regulators found errors in mpg testing by the automaker. ... » READ

Jaguar XE to offer awd, diesel engine in U.S.

7:59 am U.S. ET | Oct 1

The Jaguar XE compact sedan will launch with optional all-wheel drive and a four-cylinder diesel engine when it goes on sale in the U.S. ... » READ

Ford Credit rolls out 75-month loans nationwide

UPDATED: 10/1/14 1:01 pm ET - adds details

12:01 am U.S. ET | Oct 1

Ford Motor Credit has joined the trend toward longer loans, rolling out 75-month terms nationwide starting today. The company previously had conducted a pilot program. ... » READ

BEST PRACTICES

L.A. retailer knows the value of a good name

12:01 am U.S. ET | Sep 29

The adage that success is about "location, location, location" certainly applies to Honda of Los Angeles. But that was difficult to see three years ago. The store, which is booming now, was boarded up and in bankruptcy court in 2011. ... » READ

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Cadillac prepares dealers for a jolt

Ford sets goal of 9.4M global sales

by 2020, cuts profit outlook for '14

Hyundai pays the price for prestige

VanDyke says Lincoln's N.Y. agency move is working

GM bets on technology and Cadillac to become 'most valued' automaker

UPDATED: 10/1/14 4:22 pm ET - adds stock close

10:38 am U.S. ET | Oct 1

GM will position Cadillac CT6 as tech showcase

3:55 pm U.S. ET | Oct 1

Chevy Trax will start at $20,995 in U.S. debut

11:51 am U.S. ET | Oct 1

Canada auto sales jump for major automakers in

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» Oct. 15 - Best Dealerships To Work For
» Nov. 13-14 - Automobilwoche Kongress
» January 13-14 - Automotive News World Congress
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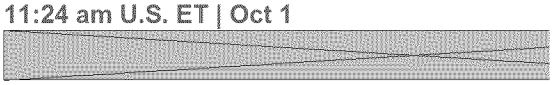
September

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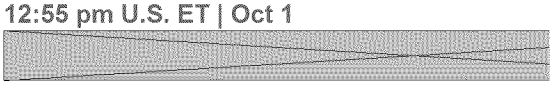
Dealer software provider CDK goes public as it spins off from ADP

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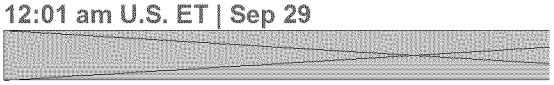
Magna unit to acquire closures supplier Techform

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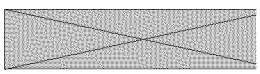
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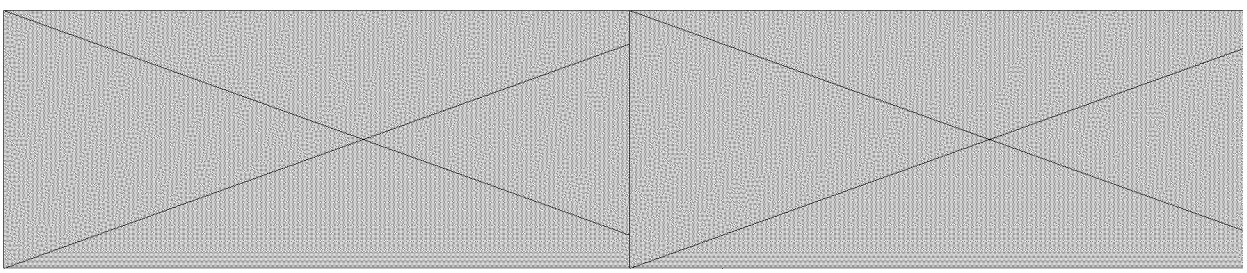
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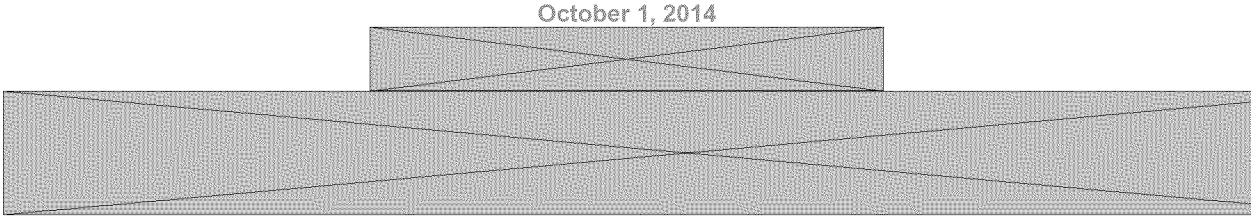
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October 1, 2014



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The Big (Detroit) 3 are back on top, with nudge from Fiat

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Chrysler Group gains on Jeep, Ram volume

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Toyota trucks carry load amid wait for '15 Camry

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Mercedes tops BMW in monthly luxury sales

5:00 pm U.S. ET | Oct 1

Ford sales slip 3% on softer F-series demand, drop in fleet

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Canadian sales drive toward record

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% change in sales among brands

	Winners	Sept.	Winners	9 mos.	Losers	Sept.	Losers	9 mos.
1	Maserati	247.8%	Maserati	307.2%	Mini	-20.5%	Mini	-21.0%
2	Jeep	47.4%	Jeep	45.3%	Scion	-19.0%	Scion	-14.8%
3	Mitsubishi	38.9%	Mitsubishi	29.8%	Volkswagen division	-18.6%	Volkswagen division	-14.0%
4	Ram	34.8%	Ram	25.2%	Infiniti	-13.3%	Volvo	-9.0%
5	Subaru	30.7%	Subaru	19.8%	Jaguar	-13.0%	Chrysler Division	-6.2%

Top Selling Light Vehicles

	Sept.		9 mos.
1	Ford F series 59,863	Ford F series	557,0
2	Chevrolet Silverado 50,176	Chevrolet Silverado	382,1
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8 Chevrolet Cruze	18,415	Hyundai Elantra	176,4
9 Ford Focus	15,397	Ford Focus	176,1
10 Chevrolet Malibu	15,186	Toyota Prius	165,4

Top Selling Light Trucks

	Sept.		9 mos.
1 Ford F series	59,863	Ford F series	557,03
2 Chevrolet Silverado	50,176	Chevrolet Silverado	382,15
3 Ram	36,612	Ram	319,86
4 Honda CR-V	23,722	Honda CR-V	241,01
5 Toyota RAV4	22,724	Ford Escape	230,16
6 Ford Escape	21,718	Toyota RAV4	202,06
7 Chevrolet Equinox	17,266	Chevrolet Equinox	184,80
8 Nissan	17,229	Ford	158,65

	Rogue		Explorer	
9	GMC Sierra	16,763	Nissan Rogue	154,56
10	Ford Explorer	15,795	GMC Sierra	147,28

Table sorted by year-to-date sales

	Sept. 2014	Sept. 2013	% change	9 mos. 2014	9 mos. 2013	% change
Buick	17,466	15,623	12%	170,764	157,503	8%
Cadillac	13,829	13,828	0%	127,837	133,414	-4%
Chevrolet	153,873	127,785	20%	1,542,866	1,493,329	3%
GMC	38,269	29,959	28%	366,421	333,213	10%
General Motors	**223,437**	**187,195**	**19%**	**2,207,888**	**2,117,459**	**4%**
Ford division	172,261	177,999	-3%	1,809,927	1,827,820	-1%
Lincoln	7,257	6,453	13%	67,788	59,852	13%
Ford Motor Co.	**179,518**	**184,452**	**-3%**	**1,877,715**	**1,887,672**	**-1%**
Lexus	21,852	19,522	12%	220,683	190,760	16%
Scion	4,154	5,131	-19%	46,103	54,090	-15%
Toyota Division	141,273	139,804	1%	1,528,002	1,453,329	5%
Toyota/Scion	*145,427*	*144,935*	0%	*1,574,105*	*1,507,419*	4%
Toyota Motor Sales	**167,279**	**164,457**	**2%**	**1,794,788**	**1,698,179**	**6%**
Chrysler Division	28,781	25,251	14%	223,066	237,746	-6%
Dodge	44,020	48,576	-9%	443,957	461,834	-4%
Ram	38,498	28,569	35%	337,148	269,296	25%
Dodge/Ram	*82,518*	*77,145*	*7%*	*781,105*	*731,130*	*7%*
Fiat	3,360	3,157	6%	35,501	32,742	8%
Jeep	55,231	37,464	47%	516,387	355,385	45%
Chrysler Group* **	**169,890**	**143,017**	**19%**	**1,556,059**	**1,357,003**	**15%**
Acura	13,832	11,648	19%	119,750	120,830	-1%
Honda Division	104,391	93,915	11%	1,040,855	1,038,182	0%
American Honda Motor Co.	**118,223**	**105,563**	**12%**	**1,160,605**	**1,159,012**	**0%**
Infiniti	7,837	9,040	-13%	84,880	80,919	5%
Nissan Division	95,118	77,828	22%	978,392	860,197	14%
Nissan North America	**102,955**	**86,868**	**19%**	**1,063,272**	**941,116**	**13%**
Hyundai division	56,010	55,102	2%	557,458	548,218	2%
Kia	40,628	38,003	7%	445,017	416,383	7%
Hyundai-Kia	**96,638**	**93,105**	**4%**	**1,002,475**	**964,601**	**4%**
Audi	14,917	13,065	14%	130,983	114,411	15%
Bentley	236	253	-7%	1,986	1,859	7%
Lamborghini*	59	58	2%	531	516	3%
Porsche	3,607	3,093	17%	35,366	31,549	12%
VW division	25,996	31,920	-19%	270,874	314,833	-14%
VW Group Of America	**44,815**	**48,389**	**-7%**	**439,740**	**463,168**	**-5%**
Subaru	**41,517**	**31,755**	**31%**	**375,485**	**313,407**	**20%**
BMW division	25,586	23,568	9%	236,591	212,565	11%
Mini	4,219	5,306	-21%	39,188	49,635	-21%
Rolls-Royce*	75	71	6%	675	639	6%
BMW Group	**29,880**	**28,945**	**3%**	**276,454**	**262,839**	**5%**
Maybach	-	-	-	-	6	-100%
Mercedes-Benz	29,523	26,851	10%	250,996	230,010	9%
Smart USA	748	625	20%	8,080	6,937	17%
Daimler AG	**30,271**	**27,476**	**10%**	**259,076**	**236,953**	**9%**

Mazda						
Mitsubishi	5,558	4,001	39%	58,365	44,981	30%
Jaguar	1,142	1,313	-13%	11,830	12,447	-5%
Land Rover	3,106	3,387	-8%	38,424	35,359	9%
Jaguar Land Rover N.A.	4,248	4,700	-10%	50,254	47,806	5%
Volvo Cars N.A.	4,667	4,188	11%	43,851	48,193	-9%
Tesla*	1,300	1,139	14%	18,130	16,714	9%
Maserati	1,318	379	248%	9,125	2,241	307%
Suzuki	-	-	-	-	5,946	-100%
Other**	292	285	3%	2,620	2,557	3%
U.S. LIGHT VEHICLE	1,245,786	1,138,378	9%	12,436,855	11,790,337	6%

*Estimate
**Includes estimates for Aston Martin, Ferrari and Lotus
***Fiat S.p.A. purchased the remaining 41.46% stake in Chrysler Group from the UAW's VEBA Trust on Jan. 20, 2014.

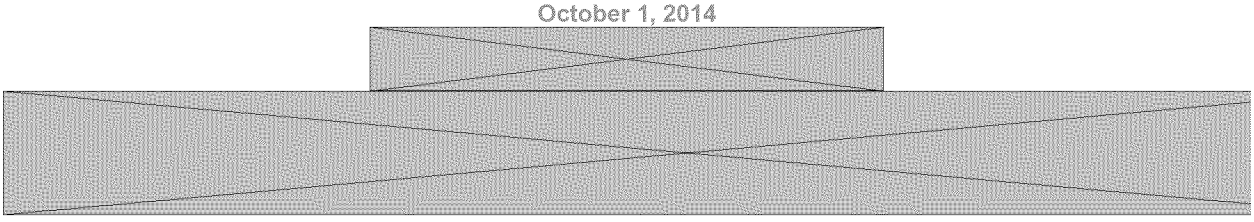
Highlights

Mfgr. highest volume - Sept.	GM	223,437	Mfgr. highest volume - 9 mos.	GM	2,207,888
Mfgr. gained the most volume - Sept.	GM	36,242	Mfgr. gained the most volume - 9 mos.	Chrysler Group	199,056
Mfgr. lost the most volume - Sept.	Ford Motor Co.	(4,934)	Mfgr. lost the most volume - 9 mos.	VW Group of America	(23,428)
Mfgr. highest % increase - Sept.	Maserati	248%	Mfgr. highest % increase - 9 mos.	Maserati	307%
Mfgr. biggest % drop - Sept.	JLR	-10%	Mfgr. biggest % drop - 9 mos.	Volvo	-9%
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Brand lost the most volume - Sept.	VW	(5,924)	Brand lost the most volume - 9 mos.	VW	(43,959)
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October 1, 2014



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8 Nissan	17,229	Ford	158,65

	Rogue		Explorer	
9	GMC Sierra	16,763	Nissan Rogue	154,56
10	Ford Explorer	15,795	GMC Sierra	147,28

Table sorted by year-to-date sales

	Sept. 2014	Sept. 2013	% change	9 mos. 2014	9 mos. 2013	% change
Buick	17,466	15,623	12%	170,764	157,503	8%
Cadillac	13,829	13,828	0%	127,837	133,414	-4%
Chevrolet	153,873	127,785	20%	1,542,866	1,493,329	3%
GMC	38,269	29,959	28%	366,421	333,213	10%
General Motors	**223,437**	**187,195**	**19%**	**2,207,888**	**2,117,459**	**4%**
Ford division	172,261	177,999	-3%	1,809,927	1,827,820	-1%
Lincoln	7,257	6,453	13%	67,788	59,852	13%
Ford Motor Co.	**179,518**	**184,452**	**-3%**	**1,877,715**	**1,887,672**	**-1%**
Lexus	21,852	19,522	12%	220,683	190,760	16%
Scion	4,154	5,131	-19%	46,103	54,090	-15%
Toyota Division	141,273	139,804	1%	1,528,002	1,453,329	5%
Toyota/Scion	*145,427*	*144,935*	0%	*1,574,105*	*1,507,419*	4%
Toyota Motor Sales	**167,279**	**164,457**	**2%**	**1,794,788**	**1,698,179**	**6%**
Chrysler Division	28,781	25,251	14%	223,066	237,746	-6%
Dodge	44,020	48,576	-9%	443,957	461,834	-4%
Ram	38,498	28,569	35%	337,148	269,296	25%
Dodge/Ram	*82,518*	*77,145*	*7%*	*781,105*	*731,130*	*7%*
Fiat	3,360	3,157	6%	35,501	32,742	8%
Jeep	55,231	37,464	47%	516,387	355,385	45%
Chrysler Group* **	**169,890**	**143,017**	**19%**	**1,556,059**	**1,357,003**	**15%**
Acura	13,832	11,648	19%	119,750	120,830	-1%
Honda Division	104,391	93,915	11%	1,040,855	1,038,182	0%
American Honda Motor Co.	**118,223**	**105,563**	**12%**	**1,160,605**	**1,159,012**	**0%**
Infiniti	7,837	9,040	-13%	84,880	80,919	5%
Nissan Division	95,118	77,828	22%	978,392	860,197	14%
Nissan North America	**102,955**	**86,868**	**19%**	**1,063,272**	**941,116**	**13%**
Hyundai division	56,010	55,102	2%	557,458	548,218	2%
Kia	40,628	38,003	7%	445,017	416,383	7%
Hyundai-Kia	**96,638**	**93,105**	**4%**	**1,002,475**	**964,601**	**4%**
Audi	14,917	13,065	14%	130,983	114,411	15%
Bentley	236	253	-7%	1,986	1,859	7%
Lamborghini*	59	58	2%	531	516	3%
Porsche	3,607	3,093	17%	35,366	31,549	12%
VW division	25,996	31,920	-19%	270,874	314,833	-14%
VW Group Of America	**44,815**	**48,389**	**-7%**	**439,740**	**463,168**	**-5%**
Subaru	**41,517**	**31,755**	**31%**	**375,485**	**313,407**	**20%**
BMW division	25,586	23,568	9%	236,591	212,565	11%
Mini	4,219	5,306	-21%	39,188	49,635	-21%
Rolls-Royce*	75	71	6%	675	639	6%
BMW Group	**29,880**	**28,945**	**3%**	**276,454**	**262,839**	**5%**
Maybach	-	-	-	-	6	-100%
Mercedes-Benz	29,523	26,851	10%	250,996	230,010	9%
Smart USA	748	625	20%	8,080	6,937	17%
Daimler AG	**30,271**	**27,476**	**10%**	**259,076**	**236,953**	**9%**

Mazda						
Mitsubishi	5,558	4,001	39%	58,365	44,981	30%
Jaguar	1,142	1,313	-13%	11,830	12,447	-5%
Land Rover	3,106	3,387	-8%	38,424	35,359	9%
Jaguar Land Rover N.A.	4,248	4,700	-10%	50,254	47,806	5%
Volvo Cars N.A.	4,667	4,188	11%	43,851	48,193	-9%
Tesla*	1,300	1,139	14%	18,130	16,714	9%
Maserati	1,318	379	248%	9,125	2,241	307%
Suzuki	-	-	-	-	5,946	-100%
Other**	292	285	3%	2,620	2,557	3%
U.S. LIGHT VEHICLE	1,245,786	1,138,378	9%	12,436,855	11,790,337	6%

*Estimate
**Includes estimates for Aston Martin, Ferrari and Lotus
***Fiat S.p.A. purchased the remaining 41.46% stake in Chrysler Group from the UAW's VEBA Trust on Jan. 20, 2014.

Highlights

Mfgr. highest volume - Sept.	GM	223,437	Mfgr. highest volume - 9 mos.	GM	2,207,888
Mfgr. gained the most volume - Sept.	GM	36,242	Mfgr. gained the most volume - 9 mos.	Chrysler Group	199,056
Mfgr. lost the most volume - Sept.	Ford Motor Co.	(4,934)	Mfgr. lost the most volume - 9 mos.	VW Group of America	(23,428)
Mfgr. highest % increase - Sept.	Maserati	248%	Mfgr. highest % increase - 9 mos.	Maserati	307%
Mfgr. biggest % drop - Sept.	JLR	-10%	Mfgr. biggest % drop - 9 mos.	Volvo	-9%
Brand highest volume - Sept.	Ford	172,261	Brand highest volume - 9 mos.	Ford	1,809,927
Brand gained the most volume - Sept.	Chevrolet	26,088	Brand gained the most volume - 9 mos.	Jeep	161,002
Brand lost the most volume - Sept.	VW	(5,924)	Brand lost the most volume - 9 mos.	VW	(43,959)
Brand highest % increase - Sept.	Maserati	248%	Brand highest % increase - 9 mos.	Maserati	307%
Brand biggest % drop - Sept.	Mini	-21%	Brand biggest % drop - 9 mos.	Mini	-21%

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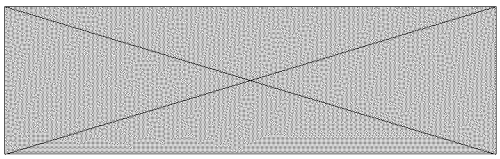
From: Snyder, Jim
Location: Online Meeting
Importance: Normal
Subject: Accepted: e-Golf Dyno Follow up
Start Date/Time: Thur 10/2/2014 1:30:00 PM
End Date/Time: Thur 10/2/2014 2:00:00 PM

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Thur 10/2/2014 1:12:01 PM
Subject: A.M. NEWSCAST: Sept. U.S. sales winners, losers | Tesla mystery vehicle? | VW's big surprise | Plug-ins plentiful in Paris

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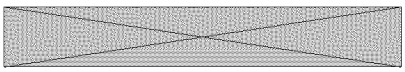
October 2, 2014



Sept. winners, losers »

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VW's Paris surprise »



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To: Giles, Michael (EEO)[michael.giles@vw.com]
From: Snyder, Jim
Sent: Thur 10/2/2014 1:26:43 PM
Subject: RE: dyno Road load derivation

Non-Responsive

From: Giles, Michael (EEO) [mailto:michael.giles@vw.com]
Sent: Thursday, October 02, 2014 9:19 AM
To: Snyder, Jim
Subject: RE: dyno Road load derivation

Sorry, I guess we will get the story in the meeting.

I am heading over to dial in to now.

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Thursday, October 02, 2014 9:09 AM
To: Giles, Michael (EEO)
Subject: RE: dyno Road load derivation

Any news ?

From: Giles, Michael (EEO) [mailto:michael.giles@vw.com]
Sent: Thursday, October 02, 2014 8:11 AM
To: Snyder, Jim
Subject: RE: dyno Road load derivation

Thanks Jim.

We expect the documentation soon. I hope to receive it and send to you in advance of the phone call.

Mike

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Wednesday, October 01, 2014 6:51 PM
To: Giles, Michael (EEO)
Subject: dyno Road load derivation

Hi Mike, I spent a fair amount of time discussing this with Carl, can't say we reached agreement but I think we are at least a little more open to their explanation.

If Germany doesn't convince us with their paper, or we can't get the RLD's inertial adjustment set to 0%, I think our fall back is for them to recalculate their coastdown Target coefficients using the standard 3% inertial factor in the calculations and then we run the RLD with the standard 3% inertia adjustment.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Giles, Michael (EEO)
Sent: Thur 10/2/2014 1:28:32 PM
Subject: Ex. 4 - CBI

Non-Responsive

From: Giles, Michael (EEO)
Sent: Thursday, October 02, 2014 9:27 AM
To: 'Snyder, Jim'
Subject: Ex. 4 - CBI

Can you dial in to our conference, we are in now

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Thursday, October 02, 2014 9:27 AM
To: Giles, Michael (EEO)
Subject: RE: Ex. 4 - CBI

Our room **Non-Responsive**

From: Giles, Michael (EEO) [mailto:michael.giles@vw.com]
Sent: Thursday, October 02, 2014 9:19 AM
To: Snyder, Jim
Subject: RE: Ex. 4 - CBI

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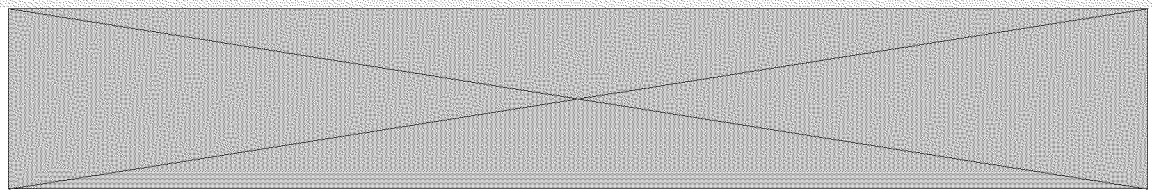
Ex. 4 - CBI

Ex. 4 - CBI

Jim Snyder
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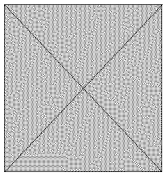
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Thur 10/2/2014 4:08:09 PM
Subject: Green Car Report Daily Headlines

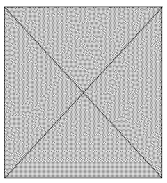
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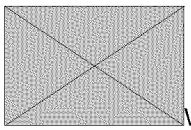
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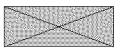
Tesla 'D' Teased, VW XL Sport Unveiled, 2017 Jaguar XE Diesel Details: Today's Car News

Oct 02, 2014 02:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 We've got a crop of new cars from the 2014 Paris Motor Show today, but the biggest reveal just might be the mysterious Tesla "D" announced by Elon Musk on Twitter. Meanwhile, the Volkswagen XL Sport performance hybrid and 2017 Jaguar XE diesel take the stage in Paris. All this and more on Green Car Reports. We've updated our plug-in electric car...

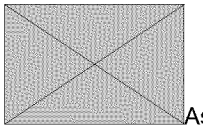
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Belatedly, Germany Follows California, Offers Electric-Car Incentives

Oct 02, 2014 01:00 pm | feedback@highgearmedia.com (Stephen Edelstein)

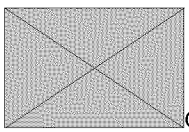
 As governments try to encourage the adoption of electric cars, incentives have proven to be one of the most powerful tools. That's why Germany has finally come around, and will now offer certain perks to drivers of plug-in cars as part of its goal of putting 1 million of them

on the country's roads by 2020. The German cabinet backed a bill that...

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Volkswagen XL Sport With Ducati V-Twin Engine: Paris Motor Show Photos

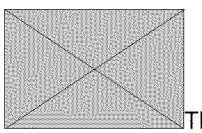
Oct 02, 2014 12:30 pm | feedback@highgearmedia.com (John Voelcker)

 One of the best ways to make a very fast car is to start with a small vehicle that's extremely light and strong, and add a more powerful engine. That's the genesis of the Volkswagen XL Sport unveiled yesterday at the Paris Motor Show. If the small, lightweight vehicle happens to be the ultra-economical Volkswagen XL1 diesel plug-in hybrid, with a...

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Hiding The 2016 Chevrolet Volt: GM Discusses Camouflage, Teases Updated Electric Car

Oct 02, 2014 12:00 pm | feedback@highgearmedia.com (Stephen Edelstein)

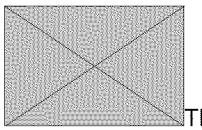
 The shape of an upcoming new car is always a well-kept secret, but the need for prototypes to test on public roads has traditionally provided the automotive press with plenty of opportunities for spying. Hunting down camouflaged test cars has become such a ritual that occasionally carmakers now openly show them off. MORE: 2016 Chevrolet Volt To...

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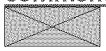
2017 Jaguar XE Diesel To Face Off Against BMW 328d (3-Series Diesel)

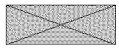
Oct 02, 2014 11:00 am | feedback@highgearmedia.com

(Stephen Edelstein)

 The 2017 Jaguar XE sedan won't arrive in the U.S. for a couple of years, but company officials revealed some important details yesterday at the 2014 Paris Motor Show. The XE will be available in the U.S. with both diesel and gasoline engines in both four- and six-cylinder configurations, and buyers will also be able to choose between rear-wheel...

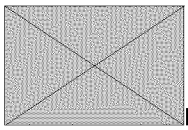
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Elon Musk Tweets Tesla To Unveil 'D' On Oct 9th: Our Guesses

Oct 02, 2014 10:15 am | feedback@highgearmedia.com (John Voelcker)

 Do you ever get the sense that Tesla Motors CEO Elon Musk has fun in his job? Last night, at 6:31 pm Pacific time, he tweeted a photo with the caption, "About time to unveil the D and something else". The photo showed a roller door with the letter "D" on it, the shadowy front end of what appeared to be a Tesla Model S, the date October 9, and the...

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To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Giles, Michael (EEO)
Sent: Thur 10/2/2014 4:55:55 PM
Subject: Ex. 4 - CBI

Hi Jim,

Just a follow up, Ex. 4 - CBI

Regards,

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Spieth, John[Spieth.John@epa.gov]; Wilson, Dale[Wilson.Dale@epa.gov]
Cc: McBryde, Dan[mcbryde.dan@epa.gov]; Smithson, Arlene[smithson.arlene@epa.gov]; Mazaitis, Vincent[mazaitis.vincent@epa.gov]; Giles, Michael (EEO)[michael.giles@vw.com]
From: Snyder, Jim
Sent: Thur 10/2/2014 7:46:42 PM
Subject: eGolf Friday drop off

John, Dale,

Hannah and Mike Giles of VW are dropping off the Electric Golf Friday (tomorrow). Since Ben won't be in Friday I assume one of you can accept delivery and get it inside the lab area for check in. Its scheduled to prep on Monday.

If there are any Questions or issues you can contact Mike Giles at 248-754-4229 (michael.giles@vw.com)

or

Bill Rodgers

(248) 754-4219

william.rodgers@vw.com

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Giles, Michael (EEO)[michael.giles@vw.com]
From: Snyder, Jim
Sent: Thur 10/2/2014 7:53:19 PM
Subject: FW: eGolf Friday drop off

Mike , just realized Ben's not in on Friday so your contact will be Ben's new backup, Dale Wilson (214-4426), or John Spieth 214-4460 (supervisor). Unfortunately neither Dan McBryde nor Arlene are in Friday but she mentioned you or Hannah may want to be around earlier in the day Monday (before prep) when they check out the charging .

From: Snyder, Jim
Sent: Thursday, October 02, 2014 3:47 PM
To: Spieth, John; Wilson, Dale
Cc: McBryde, Dan; Smithson, Arlene; Mazaitis, Vincent; 'Giles, Michael (EEO)'
Subject: eGolf Friday drop off

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or

Bill Rodgers

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william.rodgers@vw.com

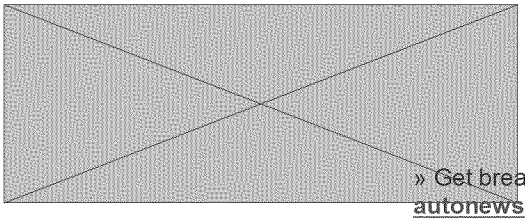
Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Automotive News
Sent: Thur 10/2/2014 8:51:36 PM
Subject: DAILY: Lincoln MKS, BMW 5 struggle in small-overlap crash test | GM's latest recall | More on Buffett's bid for Van Tuyl | What will Musk's mysterious 'D' end up being?

Today's most read story

Buffett to buy Van Tuyl Group, create Berkshire Hathaway Automotive

October 2, 2014



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Lincoln MKS, BMW 5 struggle in small-overlap crash test

4:02 pm U.S. ET | Oct 2

Luxury sedans from BMW and Lincoln were the worst performers in the most recent batch of vehicles subjected to the Insurance Institute for Highway Safety's challenging small-overlap crash test. ...
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GM to recall 117,651 vehicles for chassis-control flaw

2:18 pm U.S. ET | Oct 2

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Buffett to buy Van Tuyl Group, create Berkshire Hathaway Automotive

UPDATED: 10/2/14 4:15 pm ET - adds details, stock close

8:40 am U.S. ET | Oct 2

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Hyundai Motor workers approve 2014 wage pact, end strikes

7:08 am U.S. ET | Oct 2

Hyundai Motor's union workers in South Korea agreed to end strikes that may have cost the company more than 900 billion won ($847 million) in lost output after they accepted the carmaker's proposal to increase wages. ... » READ

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UPDATED: 10/2/14 4:33 pm ET -- adds details

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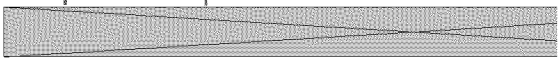
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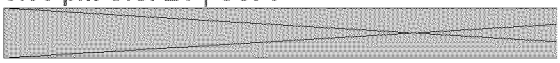
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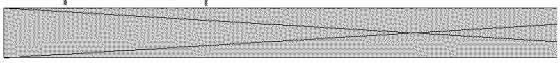
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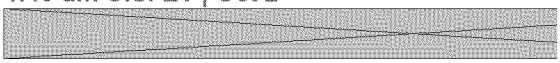
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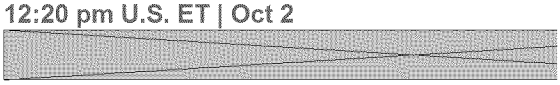
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4:49 am U.S. ET | Oct 2



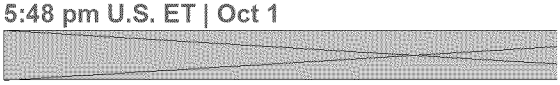
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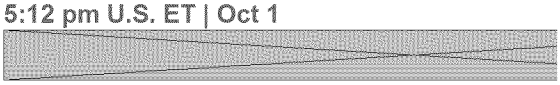
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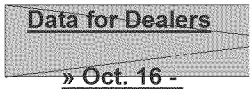
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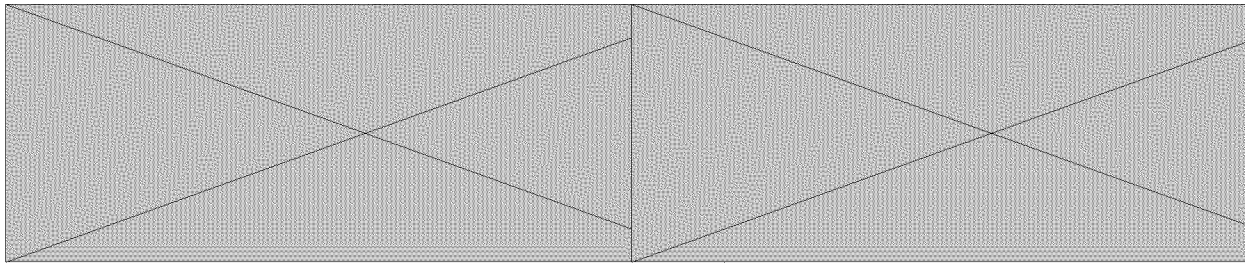


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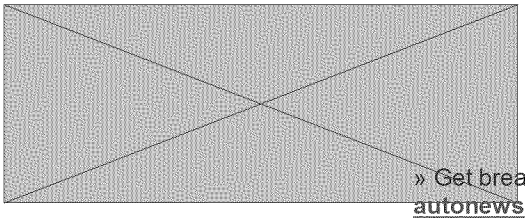
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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Thur 10/2/2014 8:51:38 PM
Subject: DAILY: Lincoln MKS, BMW 5 struggle in small-overlap crash test | GM's latest recall | More on Buffett's bid for Van Tuyl | What will Musk's mysterious 'D' end up being?

Today's most read story

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GM to recall 117,651 vehicles for chassis-control flaw

2:18 pm U.S. ET | Oct 2

GM is recalling 117,651 2013-14 model-year trucks, crossovers and sedans across all four of its North America brands to fix a potentially faulty chassis-control system that could fail and increase the risk of a crash. ... » READ

Buffett to buy Van Tuyl Group, create Berkshire Hathaway Automotive

UPDATED: 10/2/14 4:15 pm ET - adds details, stock close

8:40 am U.S. ET | Oct 2

Warren Buffett's Berkshire Hathaway agreed to buy Van Tuyl Group, the largest privately owned auto dealership group in the United States. The business, with 75 dealerships at the end of last year, will be renamed Berkshire Hathaway Automotive. ... » READ

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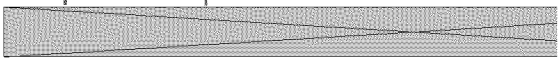
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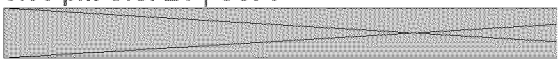
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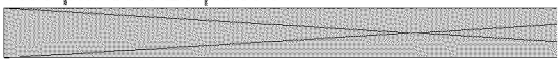
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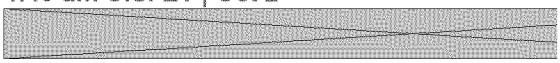
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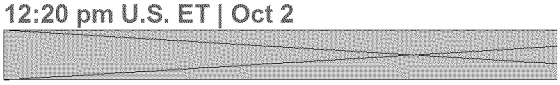
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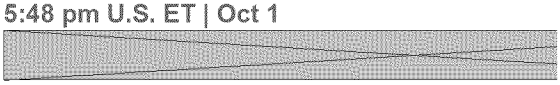
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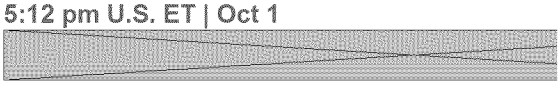
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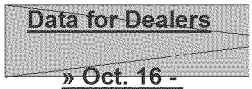
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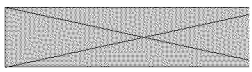
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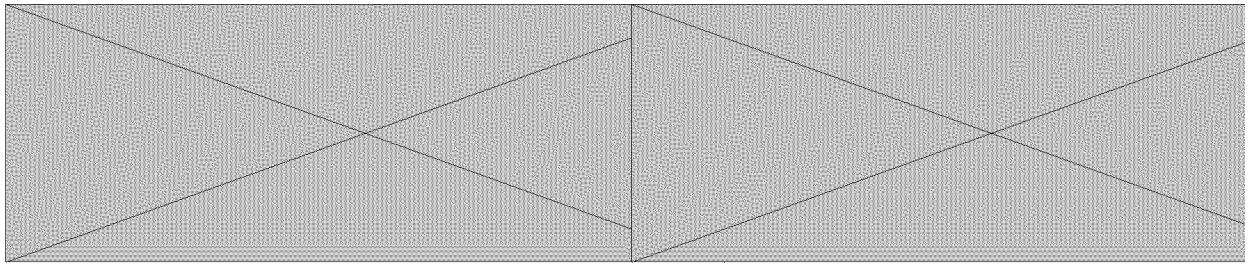
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To: Spieth, John[Spieth.John@epa.gov]; Snyder, Jim[Snyder.Jim@epa.gov]; Wilson, Dale[Wilson.Dale@epa.gov]
Cc: McBryde, Dan[mcbryde.dan@epa.gov]; Smithson, Arlene[smithson.arlene@epa.gov]; Mazaitis, Vincent[mazaitis.vincent@epa.gov]
From: Giles, Michael (EEO)
Sent: Fri 10/3/2014 12:30:24 PM
Subject: RE: Ex. 4 - CBI riday drop off

Hello Dale,

We should arrive with the vehicle around 10 am today.

Thanks to all for the information.

Regards

Mike

From: Spieth, John [mailto:Spieth.John@epa.gov]
Sent: Thursday, October 02, 2014 4:22 PM
To: Snyder, Jim; Wilson, Dale
Cc: McBryde, Dan; Smithson, Arlene; Mazaitis, Vincent; Giles, Michael (EEO)
Subject: RE: Ex. 4 - CBI Friday drop off

Yes, Dale can handle inspecting it and brining it in tomorrow.

Thanks,

John

From: Snyder, Jim
Sent: Thursday, October 02, 2014 3:47 PM
To: Spieth, John; Wilson, Dale
Cc: McBryde, Dan; Smithson, Arlene; Mazaitis, Vincent; Giles, Michael (EEO)

Subject: Ex. 4 - CBI Friday drop off

John, Dale,

Hannah and Mike Giles of VW are dropping off the **Ex. 4 - CBI** Friday (tomorrow). Since Ben won't be in Friday I assume one of you can accept delivery and get it inside the lab area for check in. Its scheduled to prep on Monday.

If there are any Questions or issues you can contact Mike Giles at 248-754-4229 (michael.giles@vw.com)

or

Bill Rodgers

(248) 754-4219

william.rodgers@vw.com

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Rodgers, William (EEO)[William.Rodgers@vw.com]
Cc: Harris, Dale (EEO)[Dale.Harris@vw.com]; Good, David[good.david@epa.gov]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]; Thomas, Richard (EEO)[Richard.Thomas@vw.com]; Verify Help Desk[Ex. 4 - CBI]
From: [Ex. 4 - CBI]
Sent: Fri 10/3/2014 3:07:41 PM
Subject: RE: Fw: VW Group - Problem with VERIFY engine configuration re-numbering (HLP-5220)

Hello Mr. Rodgers,

We will discuss this issue (Verify-12883) in the next maintenance meeting with the EPA. I will provide an update as soon as we have direction.

[Ex. 4 - CBI]

Verify Help Desk
Ex. 4 - CBI
Contractor to the Environmental Protection Agency

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"Rodgers, William (EEO)" <William.Rodgers@vw.com>

10/03/2014 08:58 AM

To Verify Help Desk[Ex. 4 - CBI]

cc "Harris, Dale (EEO)" <Dale.Harris@vw.com>, "Allen, Gregory (EEO)" <Gregory.Allen@vw.com>, "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>, "good.david@epa.gov" <good.david@epa.gov>, "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>, "Giles, Michael (EEO)" <michael.giles@vw.com>

Subject RE: Fw: VW Group - Problem with VERIFY engine configuration re-numbering (HLP-5220)

Hello [Ex. 4 - CBI],
The following conditions continue to exist in Verify even though a future fix was promised back in June. We are quickly approaching the time in which Certification Applications are updated to include new test group information. If this condition is not repaired very soon the resulting scrambled engine configuration numbers will plague the fuel economy program and Fuel Economy Guide website (as highlighted below).

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.
Engineering and Environmental Office
Auburn Hills, MI
(248) 754-4219
william.rodgers@vw.com

From: Ex. 4 - CBI Verify Help Desk
Sent: Tuesday, June 03, 2014 2:15 PM
To: Giles, Michael (EEO)
Cc: Harris, Dale (EEO); Allen, Gregory (EEO); Thomas, Richard (EEO); Rodgers, William (EEO)
Subject: Re: Fw: VW Group - Problem with VERIFY engine configuration re-numbering (HLP-5220)

Hello Mr. Giles,

This issue has been documented in Verify-12883, the fix for which will be deployed in a future release. We will discuss this issue with the EPA.

Ex. 4 - CBI

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To verifyhelp Ex. 4 - CBI

cc

Ex. 4 - CBI

Subject Fw: VW Group - Problem with VERIFY engine configuration re-numbering (HLP-5220)

06/03/2014 12:44 PM

----- Forwarded by Ex. 4 - CBI /USA/CSC on 06/03/2014 12:40 PM -----

From: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
To: Ex. 4 - CBI
Cc: "Giles, Michael (EEO)" <michael.giles@vw.com>, "Allen, Gregory (EEO)" <Gregory.Allen@vw.com>
Date: 06/02/2014 03:23 PM
Subject: RE: VW Group - Problem with VERIFY engine configuration re-numbering (HLP-5220)

Hello Ex. 4 - CBI,
Transaction Id: _4f47478a-53db-45bd-a48d-fc9460c45612

When you reload the "Report" file from this transaction to the Verify CDX\Test Group screen it re-numbers engine configuration numbers and ignores existing xml tags. This poses a problem when making updates or corrections from previous xml Report files as we do often.

Note - The engine configuration number is used by the fuel economy program and drives the engine descriptions on the EPA fuel economy guide website. When configuration numbers change from what was first input and labelled, it potentially creates erroneous model/engine descriptions online.

Regards,
Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.
Engineering and Environmental Office
Auburn Hills, MI
(248) 754-4219
william.rodgers@vw.com

From: Giles, Michael (EEO)
Sent: Monday, June 02, 2014 1:31 PM
To: Rodgers, William (EEO)
Subject: RE: VW Group - Problem with VERIFY engine configuration re-numbering (HLP-5220)

From: Ex. 4 - CBI Verify Help Desk
Sent: Monday, June 02, 2014 12:37 PM
To: Giles, Michael (EEO)
Cc: Harris, Dale (EEO); Allen, Gregory (EEO); Thomas, Richard (EEO)
Subject: Re: VW Group - Problem with VERIFY engine configuration re-numbering (HLP-5220)

Hello Mr. Giles,

Verify help desk ticket HLP-5220 was opened for your inquiry. Will you please send your test group submission file or the transaction id for the test group submission?

Ex. 4 - CBI

Verify Help Desk
Ex. 4 - CBI
Contractor to the Environmental Protection Agency

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To Verify Help Desk Ex. 4 - CBI

cc "Harris, Dale (EEO)" <Dale.Harris@vw.com>, "Allen, Gregory (EEO)" <Gregory.Allen@vw.com>, "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>

Subject VW Group - Problem with VERIFY engine configuration re-numbering.

"Giles, Michael (EEO)"
<michael.giles@vw.com>

06/02/2014 08:49 AM

Hello Ex. 4 - CBI

We have found an issue with VERIFY which is causing errors in test group data during load of the XML for updates or corrections.

The issue is that the form quietly removes existing engine configuration values in the Test Group form when loading an XML, and replaces with new numbers matching the input sequence. This small change can cause significant headaches when doing fuel economy labeling which relies on the engine configuration value.

Steps to Reproduce Engine configuration ordering problem which can occur when a correction is made to an engine configuration in a test group data set:

1) From VERIFY, request test group report for FVGAV02.0APA and save file.

2) Open XML with text editor and note the ordering of the 3 repeating EngineConfigurationDetails:

a. First in sequence: **211HP** with EngineConfigurationNumber = **3**

b. Second in sequence: **170HP** with EngineConfigurationNumber = **1**

c. Third: **220HP** with EngineConfigurationNumber = **2**

d. **Note that these elements come out of VERIFY "out of sequence" 3,1,2 … but since the engconfig# value tags are associated, this should not really be a problem.**

3) Re-Open file in VERIFY form. Note that the original configuration numbers have been disposed and that the 3 entries are now re-numbered to match their sequential order, rather than the engine configuration number:

a. First in sequence: **211HP with** EngineConfigurationNumber = 1

b. Second in sequence: **170HP** with EngineConfigurationNumber =2

c. Third: **220HP** with EngineConfigurationNumber = **3**

d. **Note that this scrambles the original engineconfiguration number which was associated with each engine.**

e. **A save can be done to confirm that the values above are now stored in the XML file.**

Please let us know if you can reproduce this issue. We are hoping that it is possible to correct this soon. Please advise.

Regards,
Mike

Michael Giles
Certification Engineer
Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: 248 754 4229
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mailto: Michael.Giles@VW.com

To: Wehrly, Linc[wehrly.linc@epa.gov]
Cc: Harry.Thompson@dot.gov[Harry.Thompson@dot.gov]
From: Good, David
Sent: Fri 10/3/2014 6:49:38 PM
Subject: 2012 CAFE/GHG is in the queue redated & ready for signing - 2012 VW PC & LT; NNTO

To: richard.thomas@vw.com[richard.thomas@vw.com]
From: Good, David
Sent: Fri 10/3/2014 7:49:44 PM
Subject: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf
VW_Group_2015 FEGuide-all rel dates-no-sales-10-2-2014.xlsx
2015 generic EV Label calculations-1-18-13.xlsm

Richard,

Our macro picked up a few errors for the eGolf.

I couldn't double check your values since I don't have your spreadsheet calculator for the eGolf (and I didn't bother to look in Verify for the test data). I'll attach a generic EV spreadsheet for your convenience (although I think I've sent it to you before).

I get $500 for the annual fuel cost, as follows:

Ann Fuel Cost = 15,000 miles x 29 kW-hr/100 miles x $0.12 per kW-hr = $522, which rounds to $500.

Dave

EPA comm	VERIFY cc	Model Yr (Mfr Name	Division (t	Carline	Verify Mfr	Index (Mo	Eng Displ	# Cyl
		2015 Volkswage	Audi	A3	VGA	7	1.8	4
Diesel;		2015 Volkswage	Audi	A3	VGA	101	2.0	4
		2015 Volkswage	Audi	A3 Cabriol	VGA	6	1.8	4
		2015 Volkswage	Audi	A3 Cabriol	VGA	5	2.0	4
		2015 Volkswage	Audi	A3 quattro	VGA	4	2.0	4
		2015 Volkswage	Audi	A4	VGA	46	2.0	4
Relabeled. Please include in mo		2015 Volkswage	Audi	A4 quattro	VGA	64	2.0	4
		2015 Volkswage	Audi	A4 quattro	VGA	49	2.0	4
Relabeled. Please include in mo		2015 Volkswage	Audi	A5 Cabriol	VGA	66	2.0	4
Relabeled. Please include in mo		2015 Volkswage	Audi	A5 quattro	VGA	65	2.0	4
		2015 Volkswage	Audi	A5 quattro	VGA	50	2.0	4
		2015 Volkswage	Audi	A6	VGA	47	2.0	4
		2015 Volkswage	Audi	A6 quattro	VGA	48	2.0	4
		2015 Volkswage	Audi	A6 quattro	VGA	72	3.0	6
Diesel;		2015 Volkswage	Audi	A6 quattro	VGA	17	3.0	6
		2015 Volkswage	Audi	A7 quattro	VGA	71	3.0	6
Diesel;		2015 Volkswage	Audi	A7 quattro	VGA	18	3.0	6
		2015 Volkswage	Audi	A8	VGA	40	3.0	6
		2015 Volkswage	Audi	A8	VGA	11	4.0	8
Diesel;		2015 Volkswage	Audi	A8L	VGA	15	3.0	6
		2015 Volkswage	Audi	A8L	VGA	41	3.0	6
		2015 Volkswage	Audi	A8L	VGA	10	4.0	8
		2015 Volkswage	Audi	A8L	VGA	14	6.3	12
		2015 Volkswage	Audi	allroad qu	VGA	68	2.0	4
		2015 Volkswage	Audi	Q3	VGA	62	2.0	4
		2015 Volkswage	Audi	Q3 quattro	VGA	37	2.0	4
		2015 Volkswage	Audi	Q5	VGA	67	2.0	4
		2015 Volkswage	Audi	Q5	VGA	70	3.0	6
Diesel;		2015 Volkswage	Audi	Q5	VGA	16	3.0	6
Hybrid;		2015 Volkswage	Audi	Q5 Hybrid	VGA	63	2.0	4
Diesel;		2015 Volkswage	Audi	Q7	VGA	12	3.0	6
		2015 Volkswage	Audi	Q7	VGA	51	3.0	6
		2015 Volkswage	Audi	R8	VGA	27	4.2	8
		2015 Volkswage	Audi	R8	VGA	29	4.2	8
		2015 Volkswage	Audi	R8	VGA	35	5.2	10
		2015 Volkswage	Audi	R8	VGA	33	5.2	10
		2015 Volkswage	Audi	R8 Spyder	VGA	26	4.2	8
		2015 Volkswage	Audi	R8 Spyder	VGA	28	4.2	8
		2015 Volkswage	Audi	R8 Spyder	VGA	34	5.2	10
		2015 Volkswage	Audi	R8 Spyder	VGA	32	5.2	10
		2015 Volkswage	Audi	RS5	VGA	30	4.2	8
		2015 Volkswage	Audi	RS5 Cabrio	VGA	31	4.2	8
Relabeled. Please include in mo		2015 Volkswage	Audi	RS7	VGA	21	4.0	8
		2015 Volkswage	Audi	S3	VGA	42	2.0	4

	2015	Volkswage	Audi	S4	VGA	73	3.0	6
	2015	Volkswage	Audi	S4	VGA	76	3.0	6
	2015	Volkswage	Audi	S5	VGA	74	3.0	6
	2015	Volkswage	Audi	S5	VGA	77	3.0	6
	2015	Volkswage	Audi	S5 Cabriole	VGA	75	3.0	6
	2015	Volkswage	Audi	S6	VGA	20	4.0	8
	2015	Volkswage	Audi	S7	VGA	19	4.0	8
	2015	Volkswage	Audi	S8	VGA	9	4.0	8
	2015	Volkswage	Audi	SQ5	VGA	69	3.0	6
	2015	Volkswage	Audi	TT Coupe c	VGA	2	2.0	4
	2015	Volkswage	Audi	TT Roadste	VGA	3	2.0	4
	2015	Volkswage	Bentley	Continenta	VGA	24	4.0	8
	2015	Volkswage	Bentley	Continenta	VGA	43	6.0	12
	2015	Volkswage	Bentley	Continenta	VGA	22	4.0	8
	2015	Volkswage	Bentley	Continenta	VGA	45	6.0	12
	2015	Volkswage	Bentley	Flying Spur	VGA	23	4.0	8
	2015	Volkswage	Bentley	Flying Spur	VGA	44	6.0	12
	2015	Volkswage	Bentley	Mulsanne	VGA	61	6.8	8
	2015	Volkswage	Bugatti	Veyron	VGA	60	8.0	16
	2015	Volkswage	Lamborghi	Aventador	VGA	52	6.5	12
	2015	Volkswage	Lamborghi	Aventador	VGA	53	6.5	12
	2015	Volkswage	Lamborghi	Huracan	VGA	25	5.2	10
	2015	Volkswage	Lamborghi	Veneno Rc	VGA	54	6.5	12
	2015	Volkswage	Volkswage	Beetle	VGA	79	1.8	4
	2015	Volkswage	Volkswage	Beetle	VGA	78	1.8	4
	2015	Volkswage	Volkswage	Beetle	VGA	81	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle	VGA	95	2.0	4
	2015	Volkswage	Volkswage	Beetle	VGA	83	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle	VGA	91	2.0	4
	2015	Volkswage	Volkswage	Beetle Con	VGA	80	1.8	4
	2015	Volkswage	Volkswage	Beetle Con	VGA	82	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle Con	VGA	96	2.0	4
	2015	Volkswage	Volkswage	Beetle Con	VGA	84	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle Con	VGA	92	2.0	4
	2015	Volkswage	Volkswage	CC	VGA	58	2.0	4
	2015	Volkswage	Volkswage	CC	VGA	59	2.0	4
	2015	Volkswage	Volkswage	CC 4Motio	VGA	56	3.6	6
	2015	Volkswage	Volkswage	Eos	VGA	36	2.0	4
	2015	Volkswage	Volkswage	Golf	VGA	103	1.8	4
	2015	Volkswage	Volkswage	Golf	VGA	85	1.8	4
Diesel;	2015	Volkswage	Volkswage	Golf	VGA	100	2.0	4
Diesel; Relabeled. Please include	2015	Volkswage	Volkswage	Golf	VGA	104	2.0	4
	2015	Volkswage	Volkswage	GTI	VGA	1	2.0	4
	2015	Volkswage	Volkswage	GTI	VGA	8	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	98	1.8	4

	2015	Volkswage	Volkswage	Jetta	VGA	97	1.8	4
	2015	Volkswage	Volkswage	Jetta	VGA	93	2.0	4
Diesel;	2015	Volkswage	Volkswage	Jetta	VGA	102	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	99	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	86	2.0	4
Diesel;	2015	Volkswage	Volkswage	Jetta	VGA	105	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	94	2.0	4
Hybrid;	2015	Volkswage	Volkswage	Jetta Hybri	VGA	107	1.4	4
	2015	Volkswage	Volkswage	Passat	VGA	90	1.8	4
	2015	Volkswage	Volkswage	Passat	VGA	88	1.8	4
Diesel;	2015	Volkswage	Volkswage	Passat	VGA	89	2.0	4
Diesel;	2015	Volkswage	Volkswage	Passat	VGA	87	2.0	4
	2015	Volkswage	Volkswage	Passat	VGA	55	3.6	6
	2015	Volkswage	Volkswage	Tiguan	VGA	39	2.0	4
	2015	Volkswage	Volkswage	Tiguan 4M	VGA	38	2.0	4
Diesel;	2015	Volkswage	Volkswage	Touareg	VGA	13	3.0	6
	2015	Volkswage	Volkswage	Touareg	VGA	57	3.6	6
Hybrid;	2015	Volkswage	Volkswage	Touareg H	VGA	106	3.0	6
BEV; AnnuY	2015	Volkswage	Volkswage	e-Golf	VGA	109	0.0	
BEV; AnnuY	2015	Volkswage	Volkswage	e-Golf	VGA	109	0.0	

Transmiss	City FE (G	Hwy FE (C	Comb FE	Low'd City	Low'd HW	Low'd Cor	City Unad	Hwy Unad	Comb Una
Auto(AM-S	23	33	27				28.9000	46.6000	34.8580
Auto(AM-S	31	43	36				41.0359	61.6186	48.2955
Auto(AM-S	24	35	28				30.5000	47.0000	36.2224
Auto(AM-S	23	32	26				29.0000	44.2000	34.3094
Auto(AM-S	24	33	27				30.0000	44.6000	35.1828
Auto(AV-S	24	32	27				30.3000	44.6000	35.4089
Auto(S8)	21	30	25				27.1000	42.2000	32.3011
Manual(M	22	32	26				27.5555	43.9180	33.1059
Auto(S8)	21	29	24				26.4000	41.0000	31.4377
Auto(S8)	21	30	25				27.1000	42.2000	32.3011
Manual(M	22	32	26				27.5555	43.9180	33.1059
Auto(AV-S	25	33	28				31.4000	46.9000	36.8857
Auto(S8)	20	29	23				24.8000	40.5000	30.0404
Auto(S8)	18	27	22				23.1369	38.1000	28.1037
Auto(S8)	24	38	29				30.6987	52.4000	37.7304
Auto(S8)	18	28	21				23.0447	37.6000	27.9059
Auto(S8)	24	38	29				30.6987	52.4000	37.7304
Auto(S8)	19	29	22				23.5657	39.6000	28.8162
Auto(S8)	18	30	22				22.5929	39.4000	27.9601
Auto(S8)	24	36	28				29.9399	51.4000	36.8664
Auto(S8)	19	29	22				23.5657	39.6000	28.8162
Auto(S8)	18	29	22				22.2780	39.1000	27.6266
Auto(S8)	14	22	17				17.2000	28.6000	20.9595
Auto(S8)	21	28	24				26.7000	39.2000	31.1732
Auto(S6)	20	29	23				24.8499	40.0000	29.9555
Auto(S6)	20	28	23				24.8000	38.5000	29.5284
Auto(S8)	20	28	23				24.8000	38.6000	29.5548
Auto(S8)	18	26	21				22.8446	35.5000	27.2096
Auto(S8)	24	31	27				29.1832	43.5000	34.2568
Auto(S8)	24	30	26				30.4000	39.9000	34.0480
Auto(S8)	19	28	22				22.8000	39.1000	28.0649
Auto(S8)	16	22	18				19.4000	30.0000	23.0678
Auto(AM-S	14	23	17				16.4549	29.7195	20.5904
Manual(M	11	20	14				13.6544	24.3877	17.0265
Auto(AM-S	13	22	16				15.4000	28.8067	19.4796
Manual(M	12	19	14				13.7000	23.4475	16.8527
Auto(AM-S	14	23	17				16.4549	29.7195	20.5904
Manual(M	11	20	14				13.6544	24.3877	17.0265
Auto(AM-S	13	22	16				15.4000	28.8067	19.4796
Manual(M	12	19	14				13.7000	23.4475	16.8527
Auto(AM-S	16	23	18				19.1000	30.0000	22.8332
Auto(AM-S	16	22	18				19.2000	28.9000	22.6159
Auto(S8)	15	25	18				17.8763	33.1739	22.5584
Auto(AM-S	23	31	26				28.5000	41.5000	33.1767

vided by [600.314-08: states label values must not change for entire model year, except for 600.507(a) and 600.314-0
vided by [600.314-08: states label values must not change for entire model year, except for 600.507(a) and 600.314-0
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Auto(AM-S	18	28	21	22.4000	35.8000	26.9372
Manual(M	17	26	20	20.0000	33.4000	24.4063
Auto(AM-S	18	28	21	22.4000	35.8000	26.9372
Manual(M	17	26	20	20.0000	33.4000	24.4063
Auto(AM-S	18	26	21	22.1000	34.7000	26.4165
Auto(AM-S	17	27	20	20.7366	35.2072	25.4423
Auto(AM-S	17	27	20	20.7366	35.2072	25.4423
Auto(S8)	17	27	20	19.9000	36.4000	24.9995
Auto(S8)	17	24	19	20.8000	32.9000	24.9252
Auto(AM-S	22	31	26	28.3669	42.1911	33.2728
Auto(AM-S	22	31	26	28.3669	42.1911	33.2728
Auto(S8)	15	25	19	19.1000	33.5000	23.6806
Auto(S8)	12	21	15	15.4000	28.3000	19.3741
Auto(S8)	14	24	17	17.3000	31.8000	21.7662
Auto(S8)	12	20	15	14.4000	26.7000	18.1658
Auto(S8)	14	24	17	17.3000	31.8000	21.7662
Auto(S8)	12	20	15	14.4000	26.7000	18.1658
Auto(S8)	11	18	13	12.9000	21.8000	15.8033
Auto(AM-S	8	15	10	10.0000	17.9000	12.4782
Auto(AM-S	11	18	13	12.6000	25.2000	16.2581
Auto(AM-S	10	16	12	11.5000	21.2000	14.4817
Auto(AM-S	14	20	16	16.8000	25.5000	19.8471
Auto(AM-S	11	17	13	12.5000	22.7000	15.6681
Auto(S6)	25	33	28	31.8064	46.0926	36.9616
Manual(M	24	33	27	30.3689	46.0618	35.8679
Auto(AM-S	24	30	26	29.1689	42.3558	33.9213
Auto(AM-S	31	41	34	40.2000	57.8000	46.5830
Manual(M	23	31	26	27.7589	43.4112	33.1352
Manual(M	31	41	34	40.0000	57.8000	46.4350
Auto(S6)	24	32	27	30.6903	45.4713	35.9488
Auto(AM-S	23	29	25	28.8902	40.8000	33.2591
Auto(AM-S	30	40	34	39.7000	56.5000	45.8327
Manual(M	23	31	26	27.7589	43.4112	33.1352
Manual(M	30	40	34	38.7000	57.2000	45.2919
Auto(AM-S	22	31	25	26.9290	42.1849	32.1632
Manual(M	21	32	25	25.6435	43.4548	31.4431
Auto(S6)	17	25	20	20.5000	33.5000	24.8373
Auto(AM-S	22	30	25	27.5000	41.5000	32.4219
Auto(S6)	25	36	29	32.5000	51.1000	38.8661
Manual(M	25	37	30	32.6000	52.5000	39.3042
Auto(AM-S	31	43	36	41.0359	61.6186	48.2955
Manual(M	30	45	36	39.9000	64.5000	48.1668
Auto(AM-S	25	33	28	30.7000	45.3000	35.9078
Manual(M	25	34	28	30.0000	46.4000	35.6740
Auto(S6)	25	37	30	32.7401	52.6000	39.4414

dy provided). [600.314-08 states label values must not change for entire model year except for 600.507(a) and 600

Manual(M	25	37	29	32.3787	52.4790	39.1216
Auto(AM-S	24	32	27	29.5595	44.4600	34.8093
Auto(AM-S	31	45	36	41.3000	64.1000	49.1703
Auto(S6)	23	34	26	28.7000	47.5000	34.9193
Manual(M	25	34	28	29.3000	49.6000	35.9145
Manual(M	31	46	36	40.2000	65.6000	48.6823
Manual(M	23	33	26	28.2801	45.1600	33.9987
Auto(AM-S	42	48	45	57.5000	65.3000	60.7663
Auto(S6)	24	36	28	31.2000	50.5769	37.6995
Manual(M	24	35	28	30.9734	49.8831	37.3437
Auto(AM-S	30	42	34	38.7000	59.9000	46.0312
Manual(M	30	44	35	39.0000	62.4000	46.9173
Auto(AM-S	20	28	23	23.9000	37.3000	28.5088
Auto(S6)	21	26	23	25.9873	36.0386	29.7169
Auto(S6)	20	26	23	25.7711	36.0238	29.5565
Auto(S8)	20	29	23	24.1000	41.0000	29.5883
Auto(S8)	17	23	19	21.3000	31.6000	24.9612
Auto(S8)	20	24	21	25.1000	33.1000	28.1631
Auto(A1)	125	165	145	179.0000	150.2000	164.8000
Auto(A1)	27	32	29	18.8274	22.4370	20.4517

ery packs exceed 4; please list battery packs, not cells; Error-- combined unadjusted FE more than 0.0001 difference

ery packs exceed 4; please list battery packs, not cells; Error-- combined unadjusted FE more than 0.0001 difference

City Unrd	Hwy Unrd	Comb Unr	Guzzler?	Air Aspir I	Air Aspira	Trans	Trans Des	Trans, Otl	# Gears
23.4556	33.3421	27.0673		TC	Turbochar	AMS	Automatec		6
31.1996	43.0359	35.6064		TC	Turbochar	AMS	Automatec		6
24.3444	34.5845	28.0867		TC	Turbochar	AMS	Automatec		6
23.3120	31.5429	26.4136		TC	Turbochar	AMS	Automatec		6
24.0818	32.6198	27.2970		TC	Turbochar	AMS	Automatec		6
23.6858	31.6788	26.7189		TC	Turbochar	SCV	Selectable		8
21.5584	30.0427	24.5522		TC	Turbochar	SA	Semi-Auto		8
22.1972	32.0693	25.7665		TC	Turbochar	M	Manual		6
20.8442	29.2228	23.9313		TC	Turbochar	SA	Semi-Auto		8
21.5584	30.0427	24.5522		TC	Turbochar	SA	Semi-Auto		8
22.1972	32.0693	25.7665		TC	Turbochar	M	Manual		6
24.5044	32.5529	27.5721		TC	Turbochar	SCV	Selectable		8
19.6106	28.8603	22.9156		TC	Turbochar	SA	Semi-Auto		8
18.3949	27.2332	21.5408		SC	Supercha	SA	Semi-Auto		8
24.4094	38.0485	29.1042		TC	Turbochar	SA	Semi-Auto		8
18.0028	27.5267	21.3226		SC	Supercha	SA	Semi-Auto		8
24.4094	38.0485	29.1042		TC	Turbochar	SA	Semi-Auto		8
18.6853	29.3211	22.3303		SC	Supercha	SA	Semi-Auto		8
18.2315	29.5343	22.0244		TC	Turbochar	SA	Semi-Auto		8
23.8727	36.3252	28.2271		TC	Turbochar	SA	Semi-Auto		8
18.6853	29.3211	22.3303		SC	Supercha	SA	Semi-Auto		8
17.9485	28.5015	21.5369		TC	Turbochar	SA	Semi-Auto		8
13.8358	21.9706	16.6020	G	NA	Naturally A	SA	Semi-Auto		8
21.0646	27.9892	23.7037		TC	Turbochar	SA	Semi-Auto		8
19.6619	28.5380	22.8617		TC	Turbochar	SA	Semi-Auto		6
19.7028	28.0105	22.7375		TC	Turbochar	SA	Semi-Auto		6
19.6619	27.5771	22.5781		TC	Turbochar	SA	Semi-Auto		8
17.8443	25.5746	20.6536		SC	Supercha	SA	Semi-Auto		8
23.6266	31.3636	26.5783		TC	Turbochar	SA	Semi-Auto		8
24.0075	29.7936	26.3065		TC	Turbochar	SA	Semi-Auto		8
18.7400	27.6200	21.9099		TC	Turbochar	SA	Semi-Auto		8
15.5983	21.6157	17.8322		SC	Supercha	SA	Semi-Auto		8
13.5631	22.5823	16.5348	G	NA	Naturally A	AMS	Automatec		7
11.4565	20.0560	14.1955	G	NA	Naturally A	M	Manual		6
12.9942	22.2057	15.9766	G	NA	Naturally A	AMS	Automatec		7
11.7338	19.4192	14.2763	G	NA	Naturally A	M	Manual		6
13.5631	22.5823	16.5348	G	NA	Naturally A	AMS	Automatec		7
11.4565	20.0560	14.1955	G	NA	Naturally A	M	Manual		6
12.9942	22.2057	15.9766	G	NA	Naturally A	AMS	Automatec		7
11.7338	19.4192	14.2763	G	NA	Naturally A	M	Manual		6
15.7409	23.3075	18.4339		NA	Naturally A	AMS	Automatec		7
15.8793	22.1836	18.2078		NA	Naturally A	AMS	Automatec		7
14.5210	25.1577	17.9525		TC	Turbochar	SA	Semi-Auto		8
23.1833	30.7065	26.0560		TC	Turbochar	AMS	Automatec		6

8(e)(4) reasons: Please revise release date to the effective date when vehicles were relabelled;

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18.1170	27.5580	21.4190	SC	Supercharg	AMS	Automatec	7
17.0438	26.0230	20.1767	SC	Supercharg	M	Manual	6
18.1170	27.5580	21.4190	SC	Supercharg	AMS	Automatec	7
17.0438	26.0230	20.1767	SC	Supercharg	M	Manual	6
17.6699	25.9530	20.6333	SC	Supercharg	AMS	Automatec	7
16.7533	26.9042	20.1794	TC	Turbochar	AMS	Automatec	7
16.7533	26.9042	20.1794	TC	Turbochar	AMS	Automatec	7
16.5369	26.7008	19.9551	TC	Turbochar	SA	Semi-Auto	8
16.7285	23.6581	19.2682	SC	Supercharg	SA	Semi-Auto	8
22.3665	31.1759	25.6242	TC	Turbochar	AMS	Automatec	6
22.3665	31.1759	25.6242	TC	Turbochar	AMS	Automatec	6
15.2087	25.3816	18.5553	TC	Turbochar	SA	Semi-Auto	8
12.4737	21.0866	15.2827	G	TC	Turbochar	SA	Semi-Auto	8
13.8190	23.8488	17.0447	G	TC	Turbochar	SA	Semi-Auto	8
12.0228	20.0478	14.6643	G	TC	Turbochar	SA	Semi-Auto	8
13.8190	23.8488	17.0447	G	TC	Turbochar	SA	Semi-Auto	8
12.0228	20.0478	14.6643	G	TC	Turbochar	SA	Semi-Auto	8
10.5402	17.7129	12.8889	G	TC	Turbochar	SA	Semi-Auto	8
8.4232	14.7698	10.4424	G	TC	Turbochar	AMS	Automatec	7
10.6055	18.4729	13.1199	G	NA	Naturally A	AMS	Automatec	7
9.7957	16.2453	11.9264	G	NA	Naturally A	AMS	Automatec	7
14.0224	20.0427	16.2140	G	NA	Naturally A	AMS	Automatec	7
10.6353	16.9743	12.7836	G	NA	Naturally A	AMS	Automated	7
24.7637	32.6943	27.7980	TC	Turbochar	SA	Semi-Auto	6
23.7579	32.6943	27.0899	TC	Turbochar	M	Manual	5
23.6856	29.5929	26.0232	TC	Turbochar	AMS	Automatec	6
30.6516	40.5292	34.4273	TC	Turbochar	AMS	Automatec	6
22.6980	30.6082	25.6850	TC	Turbochar	M	Manual	6
30.5143	40.5292	34.3319	TC	Turbochar	M	Manual	6
23.9740	32.2876	27.1159	TC	Turbochar	SA	Semi-Auto	6
22.7135	28.5529	25.0157	TC	Turbochar	AMS	Automatec	6
30.3081	39.6674	33.9083	TC	Turbochar	AMS	Automatec	6
22.6980	30.6082	25.6850	TC	Turbochar	M	Manual	6
29.6183	40.1317	33.5766	TC	Turbochar	M	Manual	6
21.8993	30.8310	25.1821	TC	Turbochar	AMS	Automatec	6
20.6665	31.8238	24.5378	TC	Turbochar	M	Manual	6
16.9415	25.2190	19.8774	NA	Naturally A	SA	Semi-Auto	6
21.7634	30.1121	24.8658	TC	Turbochar	AMS	Automatec	6
25.2640	36.0643	29.1989	TC	Turbochar	SA	Semi-Auto	6
25.3353	37.0021	29.5244	TC	Turbochar	M	Manual	5
31.1996	43.0359	35.6064	TC	Turbochar	AMS	Automatec	6
30.4450	44.9307	35.6137	TC	Turbochar	M	Manual	6
24.6434	32.6158	27.6891	TC	Turbochar	AMS	Automatec	6
24.9095	34.2917	28.4070	TC	Turbochar	M	Manual	6
25.4066	37.0689	29.5967	TC	Turbochar	SA	Semi-Auto	6

.31.08(s)(4) assert.] Please revise release date to the effective date when vehicles were relabelled;

25.1926	37.0021	29.4176	TC	Turbochar¡M	Manual	5
23.5744	31.8670	26.7012	TC	Turbochar¡AMS	Automatec	6
31.4045	44.6752	36.2501	TC	Turbochar¡AMS	Automatec	6
22.5269	33.6412	26.4608	NA	Naturally ASA	Semi-Auto	6
24.6629	33.9684	28.1307	NA	Naturally AM	Manual	5
30.6516	45.6549	35.9711	TC	Turbochar¡M	Manual	6
22.8950	32.6159	26.4413	TC	Turbochar¡M	Manual	6
42.0354	48.2310	44.6144	TC	Turbochar¡AMS	Automatec	7
24.3335	35.7288	28.4112	TC	Turbochar¡SA	Semi-Auto	6
24.1899	35.2585	28.1693	TC	Turbochar¡M	Manual	5
29.6183	41.9168	34.1237	TC	Turbochar¡AMS	Automatec	6
29.8256	43.5614	34.7575	TC	Turbochar¡M	Manual	6
19.7174	27.8048	22.6868	NA	Naturally AAMS	Automatec	6
20.5496	25.7855	22.6161	TC	Turbochar¡SA	Semi-Auto	6
20.3807	25.8019	22.5089	TC	Turbochar¡SA	Semi-Auto	6
19.6490	28.9961	22.9829	TC	Turbochar¡SA	Semi-Auto	8
17.0411	22.7325	19.2048	NA	Naturally ASA	Semi-Auto	8
19.8843	23.7762	21.4655	SC	Supercha¡SA	Semi-Auto	8
125.3000	109.1000	115.3000		A	Automatic	1
26.8994	32.0573	29.2205		A	Automatic	1

from our calculation of 164.7818.; Error- for EVs adjusted combined fuel consumption must be 0 and voluntarily incr

from our calculation of 164.7818.; Error- for EVs adjusted combined fuel consumption must be 0 and voluntarily incr

Lockup Tc	Trans Cre	Drive Sys	Drive Des	Primary B	Max Ethar	Max Biodi	Range1 - I	Fuel Usag	Fuel Usag
tomated Ma	nual with	paddles)	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel D	FVGAV02.0	VAL	5		DU	Diesel, ultr
tomated Ma	nual with	paddles)	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
MT with pad	dles)	F	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		422	GP	Gasoline (F
N	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		406	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		422	GP	Gasoline (F
N	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
MT with pad	dles)	F	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAJ03.0	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAV03.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV04.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAV03.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV04.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV06.3	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		406	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		455	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAT02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAT03.0	NU3	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAT03.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV04.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV02.(	15			GP	Gasoline (F

tomated Ma	nual with	paddles)	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
N	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
N	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV04.(	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV02.(	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV02.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV06.(	85	357	GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV06.(	85	357	GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV06.(	85	357	GP	Gasoline (F
Y	N	R	2-Wheel DFVGAV06.8	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV08.(	15		GPR	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV06.5	15		GPR	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV06.5	15		GPR	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV05.2	15		GP	Gasoline (F
tomated Manual with paddles)			All Wheel IFVGAV06.	15		GPR	Gasoline (I
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
N	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
N	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
N	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
tomated Ma	nual with	paddles)	2-Wheel DFVGAJ02.0	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAJ02.0	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV03.(	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
N	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
N	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F

N	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
Y	N	Manual with paddles)	2-Wheel D	FVGAV02.(	15	GP	Gasoline (F
Y	N	Manual with paddles)	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
Y	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
N	N	F	2-Wheel D	FVGAV02.(	15	GP	Gasoline (F
Y	N	Manual with paddles)	2-Wheel D	FVGAV01.4	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
Y	N	Manual with paddles)	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
N	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
Y	N	Manual with paddles)	2-Wheel D	FVGAV03.(	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAJ02.0	15	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	15	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAT03.0NU2	5	DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAT03.(	15	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAT03.(	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV00.0VZZ	83	EL	Electricity
Y	N	F	2-Wheel D	FVGAV00.0VZZ	83	EL	Electricity

eased adjusted combined fuel consumption must be blank--Please revise Verify as needed.

eased adjusted combined fuel consumption must be blank--Please revise Verify as needed.

Fuel Unit	Fuel Unit	Gas Guzz	Gas Guzz	2Dr Pass	2Dr Lugg	4Dr Pass	4Dr Lugg	Htchbk Pa	Htchbk Lu
MPG	miles per ga	Unleaded Recommended)	Not exempt			86	12		
MPG	miles per ga	ulfur (15 ppm maximum)	Not exempt			86	12		
MPG	miles per ga	Unleaded Recommended)	Not exempt	79	10				
MPG	miles per ga	Unleaded Recommended)	Not exempt	79	10				
MPG	miles per ga	Unleaded Recommended)	Not exempt			86	10		
MPG	miles per ga	Unleaded Recommended)	Not exempt			91	12		
MPG	miles per ga	Unleaded Recommended)	Not exempt			91	12		
MPG	miles per ga	Unleaded Recommended)	Not exempt			91	12		
MPG	miles per ga	Unleaded Recommended)	Not exempt	81	10				
MPG	miles per ga	Unleaded Recommended)	Not exempt	84	12				
MPG	miles per ga	Unleaded Recommended)	Not exempt	84	12				
MPG	miles per ga	Unleaded Recommended)	Not exempt			98	16		
MPG	miles per ga	Unleaded Recommended)	Not exempt			98	16		
MPG	miles per ga	Unleaded Recommended)	Not exempt			98	16		
MPG	miles per ga	ulfur (15 ppm maximum)	Not exempt			98	16		
MPG	miles per ga	Unleaded Recommended)	Not exempt					94	25
MPG	miles per ga	ulfur (15 ppm maximum)	Not exempt					94	25
MPG	miles per ga	Unleaded Recommended)	Not exempt			100	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			100	15		
MPG	miles per ga	ulfur (15 ppm maximum)	Not exempt			107	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			107	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			107	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			107	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			90	28		
MPG	miles per ga	Unleaded Recommended)	Not exempt					84	17
MPG	miles per ga	Unleaded Recommended)	Not exempt					84	17
MPG	miles per ga	Unleaded Recommended)	Truck						
MPG	miles per ga	Unleaded Recommended)	Truck						
MPG	miles per ga	ulfur (15 ppm maximum)	Truck						
MPG	miles per ga	Unleaded Recommended)	Truck						
MPG	miles per ga	ulfur (15 ppm maximum)	Truck						
MPG	miles per ga	Unleaded Recommended)	Truck						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt	84	13				
MPG	miles per ga	Unleaded Recommended)	Not exempt	81	10				
MPG	miles per ga	Unleaded Recommended)	Not exempt					94	25
MPG	miles per ga	Unleaded Recommended)	Not exempt			86	10		

Unleaded Recommended)	MPG	miles per gal	Not exempt			90	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt			90	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	84	13					
Unleaded Recommended)	MPG	miles per gal	Not exempt	84	13					
Unleaded Recommended)	MPG	miles per gal	Not exempt	81	10					
Unleaded Recommended)	MPG	miles per gal	Not exempt			98	16			
Unleaded Recommended)	MPG	miles per gal	Not exempt					94	25	
Unleaded Recommended)	MPG	miles per gal	Not exempt			100	15			
Unleaded Recommended)	MPG	miles per gal	Truck							
Unleaded Recommended)	MPG	miles per gal	Not exempt	74	13					
Unleaded Required)	MPG	miles per gal	Not exempt							
Unleaded Recommended)	MPG	miles per gal	Not exempt	89	11					
Unleaded Recommended)	MPG	miles per gal	Not exempt	89	11					
Unleaded Recommended)	MPG	miles per gal	Not exempt	86	7					
Unleaded Recommended)	MPG	miles per gal	Not exempt	86	7					
Unleaded Recommended)	MPG	miles per gal	Not exempt	102	13					
Unleaded Recommended)	MPG	miles per gal	Not exempt	102	13					
Unleaded Recommended)	MPG	miles per gal	Not exempt			101	11			
Unleaded Required)	MPG	miles per gal	Not exempt							
Unleaded Required)	MPG	miles per gal	Not exempt							
Unleaded Required)	MPG	miles per gal	Not exempt							
Unleaded Recommended)	MPG	miles per gal	Not exempt							
Unleaded Required)	MPG	miles per gal	Not exempt							
Unleaded Recommended)	MPG	miles per gal	Not exempt					85	15	
Unleaded Recommended)	MPG	miles per gal	Not exempt					85	15	
Unleaded Recommended)	MPG	miles per gal	Not exempt					85	15	
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt					85	15	
Unleaded Recommended)	MPG	miles per gal	Not exempt					85	15	
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt					85	15	
Unleaded Recommended)	MPG	miles per gal	Not exempt	81	7					
Unleaded Recommended)	MPG	miles per gal	Not exempt	81	7					
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt	81	7					
Unleaded Recommended)	MPG	miles per gal	Not exempt	81	7					
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt	81	7					
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	13					
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	13					
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	13					
Unleaded Recommended)	MPG	miles per gal	Not exempt	77	11					
Unleaded Recommended)	MPG	miles per gal	Not exempt					93	16	
Unleaded Recommended)	MPG	miles per gal	Not exempt					93	16	
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt					93	16	
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt					93	16	
Unleaded Recommended)	MPG	miles per gal	Not exempt					93	16	
Unleaded Recommended)	MPG	miles per gal	Not exempt					93	16	
Unleaded Recommended)	MPG	miles per gal	Not exempt			94	16			

MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	ulfur (15 ppm maximum)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	ulfur (15 ppm maximum)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	102	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	102	16	
MPG	miles per gN	ulfur (15 ppm maximum)	Not exempt	102	16	
MPG	miles per gN	ulfur (15 ppm maximum)	Not exempt	102	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	102	16	
MPG	miles per gT	Unleaded Recommended)	Truck			
MPG	miles per gT	Unleaded Recommended)	Truck			
MPG	miles per gT	ulfur (15 ppm maximum)	Truck			
MPG	miles per gT	Unleaded Recommended)	Truck			
MPG	miles per gT	Unleaded Recommended)	Truck			
MPG	miles per gN		Not exempt		91	17
KW-HR/10	kilowatt-hoN		Not exempt		91	17

Annual Fu	EPA Calcu	Comment	City2 FE (U	Hwy2 Fue	Comb2 Fu	Low'd City	Low'd Hw	Low'd Cor	City2 Una
2100	2100	corrected fuel unit price, engine configuration number changed to #1 for 1.8L engine code CN							
1550	1550	hwy label value correction, Bio-Diesel Max 5%							
2050	2050	refresh release date, corrected interior volumes, fuel unit price correction, engine configurati							
2200	2200	refreshed release date, interior volume corrected, engine configuration changed to #2 for 2.0							
2100	2100	carline interior volumes corrected from 2 door to 4 door, engine configuration number chang							
2100	2100								
2300	2300	manuf con	15	22	18				19.5
2200	2200								
2400	2400	eng code c	15	21	17				19
2300	2300	manuf con	15	22	18				19.5
2200	2200								
2050	2050								
2500	2500								
2600	2600								
1950	1950								
2700	2700								
1950	1950								
2600	2600								
2600	2600								
2000	2000								
2600	2600								
2600	2600	FUEL AND GHG RATING CORRECTED TO 5							
3350	3350	5-yr fuel cost corrected							
2400	2400	manuf con	15	21	17				19.2
2500	2500	Corrected CO2 typos, corrected round error for highway rounded adjusted CO2 value							
2500	2500	Eng division correction							
2500	2500		14	19	16				17.4
2700	2700	5yr fuel cost corrected							
2100	2100	Corrected unrounded unadjusted highway and combined CO2 values							
2200	2200	corrected stop/start indicator, zero set for 5-yr fuel saved instead of zero for spending							
2550	2550								
3150	3150	corrected highway CO2 adj value							
3350	3350								
4050	4050								
3550	3550								
4050	4050								
3350	3350								
4050	4050								
3550	3550								
4050	4050								
3150	3150								
3150	3150								
3150	3150	Relabel, 50/50 weighting of best and worse (D&S) testing							
2200	2200	5yr fuel savings set to zero instead of spending							

2700	2700				
2850	2850				
2700	2700				
2850	2850				
2700	2700				
2850	2850	maximum ethanol corrected			
2850	2850	maximum ethanol corrected			
2850	2850	S/S indicator to yes, back to NO.			
3000	3000				
2200	2200	changed engine configuration number after Verify reassigned numbers on CSI after addition o			
2200	2200	changed engine configuration number after Verify reassigned numbers on CSI after addition o			
3000	3000	release date change to March			
3800	3800	9	15	11	10.5
3350	3350	data substitution corrected to no for eng code CYCA, release date change to March			
3800	3800	9	15	11	10.5
3350	3350	release date change to March			
3800	3800	9	15	11	10.5
4400	4400				
5700	5700	eng code correction			
4400	4400				
4750	4750				
3550	3550	Release date change			
4400	4400	corrected carline to Veneno Roadster 477			
1900	1900				
1950	1950	corrected combined unrounded unadj value			
2200	2200	corrected combined unadjusted unrounded value type			
1650	1650	Bio-Diesel Max 5% correction			
2200	2200				
1650	1650	Bio-Diesel Max 5% correction			
1950	1950				
2300	2300				
1650	1650	Bio-Diesel Max 5% correction			
2200	2200				
1650	1650	Bio-Diesel Max 5% correction			
2300	2300				
2300	2300				
2850	2850				
2300	2300				
1800	1800				
1750	1750				
1550	1550	hwy label value corrected, Bio-Diesel Max 5%			
1550	1550	relabel with EPA confirmatory tests, Bio-Diesel Max 5%			
2050	2050	SMOG corrected to 9 as this is a nationwide Tier 2 BIN 2 and Calif PZEV.....engine code correc			
2050	2050	engine code correction to 211 hp code			
1750	1750				

1800	1800 fuel consumption and CO2 unadj unrounded corrected, max Ethanol to 15%
2100	2100 5 yr fuel savings corrected
1550	1550 release date change, Bio-Diesel Max 5% correction
2000	2000
1900	1900
1550	1550 Bio-Diesel Max 5% correction
2200	2200
1250	1250 Start/stop indicator corrected to yes
1900	1900 rounded adjusted highway CO2 rounding error corrected
1900	1900
1650	1650 EPA confirmatory tests numbers for city highway US06 now included, no label value changes,
1600	1600 corrected CO2 values and annual fuel cost corrected, Bio-Diesel Max 5% correction
2500	2500
2500	2500 max Ethanol set to 15%
2500	2500
2450	2450 corrected fuel economy rating to 5
3000	3000
2700	2700 S/S set to yes
550	500 trans type corrected on CSI to rid warnings on label
550	500 trans type corrected on CSI to rid warnings on label

Hwy2	Unit	Comb2	Unit	Hwy2	Unit	Comb2	Unit	Range2 -	Fuel2 Usa	Fuel2 Usa	Fuel2 Unit	Fuel2 Unit
SB.												
on changed to #1 for 1.8L engine code CNSB												
L engine code CNTC.												
ed to #2 for 2.0L engine code CNTC, GHG rating corrected												
30.8		23.356		15.3563		21.9111		17.7451	304	E	Ethanol (E8	MPG miles per g
30		22.7545		15.0024		21.384		17.3296	287	E	Ethanol (E8	MPG miles per g
30.8		23.356		15.3563		21.9111		17.7451	304	E	Ethanol (E8	MPG miles per g
28.8		22.5882		15.1507		20.5603		17.1855	287	E	Ethanol (E8	MPG miles per g
27.1		20.7407		13.7947		19.3602		15.8444	317	E	Ethanol (E8	MPG miles per g

f a model running change, this label includes two engine configuration numbers: #2 for engine code CETA and # 4 f
f a model running change, this label includes two engine configuration numbers: #2 for engine code CETA and # 4 f

20.8	13.5107	8.8115	15.1054	10.8449	262	E	Ethanol (E	MPG miles per g
20.5	13.4531	8.6127	14.7094	10.5874	262	E	Ethanol (E	MPG miles per g
20.5	13.4531	8.6127	14.7094	10.5874	262	E	Ethanol (E	MPG miles per g

ted

EPA reprocessed their confirmatory city and highway tests - corrected unrounded MPG results entered, Bio-Diesel

Alternative Fuel Fuel2 AltmCity CO2	Hwy CO2	Comb CO2	Fuel2 EPA	Descriptor	Intake Val	Exhaust V	Carline Cl	Carline Cl
				SIDI;	2	23		Subcompa
					2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI;	2	24		Compact C
2600	400	281	347	2600	SIDI; Unde	2	24	Compact C
				SIDI;	2	24		Compact C
2750	410	288	355	2750	SIDI; Unde	2	23	Subcompa
2600	400	281	347	2600	SIDI; Unde	2	23	Subcompa
				SIDI;	2	23		Subcompa
				SIDI;	2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
					2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
					2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
					2	26		Large Cars
				SIDI;	2	26		Large Cars
				SIDI;	2	26		Large Cars
				SIDI;	2	26		Large Cars
2750	406	300	358	2750	SIDI; FFV;	2	27	Small Stati
				SIDI;	2	24		Compact C
				SIDI;	2	24		Compact C
2900	450	320	392	2900	SIDI; FFV;	2	231	Small SUV 4WD
				SIDI;	2	231		Small SUV 4WD
					2	231		Small SUV 4WD
				SIDI;	2	231		Small SUV 4WD
					2	233		Standard SUV 4W
				SIDI;	2	233		Standard SUV 4W
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI; Unde	2	25		Midsize Ca
				SIDI;	2	23		Subcompa

					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	23	Subcompa
					SIDI;	2	23	Subcompa
					SIDI;	2	23	Subcompa
					SIDI;	2	25	Midsize Ca
					SIDI;	2	25	Midsize Ca
					SIDI;	2	25	Midsize Ca
					SIDI;	2	231	Small SUV 4WD
or engine code CDMA and all TT models.					SIDI;	2	23	Subcompa
or engine code CDMA and all TT models.					SIDI;	2	21	Two Seate
					SIDI;	2	24	Compact C
4250	711	410	576	4250	FFV;	2	24	Compact C
					SIDI;	2	23	Subcompa
4250	726	421	589	4250	FFV;	2	23	Subcompa
					SIDI;	2	25	Midsize Ca
4250	726	421	589	4250	FFV;	2	25	Midsize Ca
						1	15	Midsize Ca
						2	21	Two Seate
						2	21	Two Seate
						2	21	Two Seate
					SIDI & PFI;	2	21	Two Seate
						2	21	Two Seate
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
						2	24	Compact C
					SIDI;	2	24	Compact C
						2	24	Compact C
					SIDI;	2	23	Subcompa
					SIDI;	2	23	Subcompa
						2	23	Subcompa
					SIDI;	2	23	Subcompa
						2	23	Subcompa
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	23	Subcompa
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
						2	24	Compact C
					Under EPA	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C

	SIDI;	2	24	Compact C
	SIDI;	2	24	Compact C
		2	24	Compact C
		1	14	Compact C
		1	14	Compact C
		2	24	Compact C
	SIDI;	2	24	Compact C
	SIDI;	2	24	Compact C
	SIDI;	2	25	Midsize Ca
	SIDI;	2	25	Midsize Ca
Max 5% correction		2	25	Midsize Ca
		2	25	Midsize Ca
	SIDI;	2	25	Midsize Ca
	SIDI;	2	230	Small SUV 2WD
	SIDI;	2	231	Small SUV 4WD
		2	233	Standard SUV 4W
	SIDI;	2	233	Standard SUV 4W
	SIDI;	2	233	Standard SUV 4W
			4	Compact C
			4	Compact C

ac	Car/Truck	Calc Appr	Sales	Release Dat	EPA FE Label Dataset	Unique La	Label Rec	Relabel	Relabel D
	car	Vehicle Specific 5-cycle la	2/25	2/25/2014	16011	N	N		
	car	Derived 5-cycle label	7/28/2014	7/28/2014	16973	N	N		
	car	Vehicle Specific 5-cycle la	6/2	6/2/2014	16013	N	N		
	car	Vehicle Specific 5-cycle la	6/2	6/2/2014	16012	N	N		
	car	Vehicle Specific 5-cycle la	3/15	3/15/2014	16197	N	N		
	car	Derived 5-cycle label	6/9/2014	6/9/2014	15670	N	N		
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined.	car	Derived 5-cycle label	7/29/2014	7/29/2014	16780	N	Y	RL	Relabel - la
	car	Vehicle Specific 5-cycle la	6/9	6/9/2014	15675	N	N		
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined.	car	Derived 5-cycle label	8/22/2014	8/22/2014	16989	N	Y	RH	Relabel - la
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined.	car	Derived 5-cycle label	7/29/2014	7/29/2014	16782	N	Y	RL	Relabel - la
	car	Vehicle Specific 5-cycle la	6/9	6/9/2014	15676	N	N		
	car	Vehicle Specific 5-cycle la	6/9	6/9/2014	15673	N	N		
	car	Vehicle Specific 5-cycle la	6/9	6/9/2014	15674	N	N		
	car	Derived 5-cycle label	6/9/2014	6/9/2014	16062	N	N		
	car	Vehicle Specific 5-cycle la	6/10	6/10/2014	15458	N	N		
	car	Vehicle Specific 5-cycle la	6/9	6/9/2014	16061	N	N		
	car	Vehicle Specific 5-cycle la	6/10	6/10/2014	15459	N	N		
	car	Vehicle Specific 5-cycle la	5/15	5/15/2014	15647	N	N		
	car	Vehicle Specific 5-cycle la	5/15	5/15/2014	15385	N	N		
	car	Vehicle Specific 5-cycle la	5/15	5/15/2014	15456	N	N		
	car	Vehicle Specific 5-cycle la	5/15	5/15/2014	15648	N	N		
	car	Vehicle Specific 5-cycle la	5/15	5/15/2014	15386	N	N		
	car	Vehicle Specific 5-cycle la	5/15	5/15/2014	16699	N	N		
ons	car	Derived 5-cycle label	6/9/2014	6/9/2014	16637	N	N		
	car	Derived 5-cycle label	8/4/2014	8/4/2014	16057	N	N		
	car	Vehicle Specific 5-cycle la	8/4	8/4/2014	15650	N	N		
		Derived 5-cycle label	6/9/2014	6/9/2014	16034	N	N		
		Vehicle Specific 5-cycle la	6/9	6/9/2014	16700	N	N		
		Vehicle Specific 5-cycle la	6/10	6/10/2014	15460	N	N		
		Vehicle Specific 5-cycle la	6/9	6/9/2014	16701	N	N		
	D	Vehicle Specific 5-cycle la	6/2	6/2/2014	15408	N	N		
	D	Derived 5-cycle label	6/9/2014	6/9/2014	15711	N	N		
	car	Vehicle Specific 5-cycle la	6/9	6/9/2014	15493	N	N		
	car	Vehicle Specific 5-cycle la	6/9	6/9/2014	15497	N	N		
	car	Vehicle Specific 5-cycle la	6/9	6/9/2014	15601	N	N		
	car	Vehicle Specific 5-cycle la	6/9	6/9/2014	15598	N	N		
	car	Vehicle Specific 5-cycle la	6/9	6/9/2014	15492	N	N		
	car	Vehicle Specific 5-cycle la	6/9	6/9/2014	15496	N	N		
	car	Vehicle Specific 5-cycle la	6/9	6/9/2014	15600	N	N		
	car	Vehicle Specific 5-cycle la	6/9	6/9/2014	15597	N	N		
	car	Vehicle Specific 5-cycle la	6/9	6/9/2014	15589	N	N		
	car	Vehicle Specific 5-cycle la	6/9	6/9/2014	15590	N	N		
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined.	car	Vehicle Specific 5-cycle la	7/28	7/28/2014	16705	N	Y	RL	Relabel - la
	car	Vehicle Specific 5-cycle la	8/4	8/4/2014	16702	N	N		

car	Vehicle Specific 5-cycle label	6/9/2014	16064	N	N
car	Vehicle Specific 5-cycle label	6/9/2014	16067	N	N
car	Vehicle Specific 5-cycle label	6/9/2014	16065	N	N
car	Vehicle Specific 5-cycle label	6/9/2014	16068	N	N
car	Vehicle Specific 5-cycle label	6/9/2014	16066	N	N
car	Vehicle Specific 5-cycle label	6/1/2014	15576	N	N
car	Vehicle Specific 5-cycle label	6/1/2014	15575	N	N
car	Vehicle Specific 5-cycle label	5/15/2014	15400	N	N
	Vehicle Specific 5-cycle label	6/9/2014	16059	N	N
car	Vehicle Specific 5-cycle label	3/15/2014	16014	N	N
car	Vehicle Specific 5-cycle label	3/15/2014	16015	N	N
car	Vehicle Specific 5-cycle label	3/28/2014	15558	N	N
car	Vehicle Specific 5-cycle label	5/15/2014	15654	N	N
car	Vehicle Specific 5-cycle label	3/28/2014	15557	N	N
car	Vehicle Specific 5-cycle label	5/15/2014	15661	N	N
car	Vehicle Specific 5-cycle label	3/28/2014	15559	N	N
car	Vehicle Specific 5-cycle label	5/15/2014	15659	N	N
car	Vehicle Specific 5-cycle label	6/1/2014	15737	N	N
car	Vehicle Specific 5-cycle label	5/23/2014	15692	N	N
car	Vehicle Specific 5-cycle label	7/14/2014	15678	N	N
car	Vehicle Specific 5-cycle label	7/14/2014	15681	N	N
car	Vehicle Specific 5-cycle label	5/12/2014	15599	N	N
car	Vehicle Specific 5-cycle label	7/14/2014	16523	N	N
car	Derived 5-cycle label	7/28/2014	16085	N	N
car	Derived 5-cycle label	7/28/2014	16169	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16170	N	N
car	Derived 5-cycle label	8/25/2014	16979	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16092	N	N
car	Derived 5-cycle label	8/25/2014	16981	N	N
car	Derived 5-cycle label	7/28/2014	16086	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16088	N	N
car	Derived 5-cycle label	8/25/2014	16978	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16093	N	N
car	Derived 5-cycle label	8/25/2014	16980	N	N
car	Vehicle Specific 5-cycle label	7/14/2014	15689	N	N
car	Vehicle Specific 5-cycle label	7/14/2014	15690	N	N
car	Vehicle Specific 5-cycle label	7/14/2014	15687	N	N
car	Vehicle Specific 5-cycle label	7/14/2014	15602	N	N
car	Derived 5-cycle label	7/28/2014	16492	N	N
car	Derived 5-cycle label	7/28/2014	16198	N	N
car	Derived 5-cycle label	7/28/2014	16974	N	N
car	Derived 5-cycle label	8/8/2014	16972	N	N
car	Vehicle Specific 5-cycle label	4/1/2014	16903	N	N
car	Vehicle Specific 5-cycle label	4/1/2014	16904	N	N
car	Derived 5-cycle label	8/25/2014	16429	N	N

nomy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined; Relabel - la

car	Derived 5-cycle label	8/25/2014	17017	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16703	N	N
car	Derived 5-cycle label	8/4/2014	16976	N	N
car	Derived 5-cycle label	8/25/2014	16450	N	N
car	Vehicle Specific 5-cycle label	8/25/2014	16222	N	N
car	Derived 5-cycle label	7/28/2014	16977	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16381	N	N
car	Derived Vehicle Specific 5-cycle	5/26/2014	17131	N	N
car	Derived 5-cycle label	7/14/2014	16393	N	N
car	Derived 5-cycle label	7/14/2014	16273	N	N
car	Derived 5-cycle label	7/14/2014	16982	N	N
car	Derived 5-cycle label	7/28/2014	16983	N	N
car	Vehicle Specific 5-cycle label	5/21/2014	15686	N	N
	Derived 5-cycle label	7/14/2014	17018	N	N
	Derived 5-cycle label	7/14/2014	15611	N	N
D	Vehicle Specific 5-cycle label	9/15/2014	15417	N	N
D	Derived 5-cycle label	8/1/2014	15688	N	N
D	Derived 5-cycle label	9/15/2014	16838	N	N
car	Electric Vehicle 2-cycle label	11/1/2014	17235	N	N
car	Electric Vehicle 2-cycle label	11/1/2014	17235	N	N

Suppress	Police/Em	Comment	Cyl Deact	Cyl Deact	Var Valve	Var Valve	Var Valve	Var Valve	Energy St
N	N	1.8L Engin	N		Y	CONTINUC	N		
N	N	Engine Coc	N		N	N			
N	N	1.8L Engin	N		Y	CONTINUC	N		
N	N	2.0L Engin	N		Y	CONTINUC	Y	Audi Valve	
N	N	2.0L Engin	N		Y	CONTINUC	Y	Audi Valve	
N	N	N	N		Y	CONTINUC	Y	AUDI VALV	
alue decreased	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N	N		Y	CONTINUC	Y	AUDI VALV	
alue increased	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
alue decreased	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N	N		N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N	N		N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	Y	Deactivatic	Y	Continuou	Y	Multi-lobe	
N	N	N	N		N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	Y	Deactivatic	Y	Continuou	Y	Multi-lobe	
N	N	Engine Coc	Y	12 to 6 cyli	Y	Intake and	N		
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N	N		N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	Battery(s)
N	N	Engine cod	N		N	N			
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	Engine Coc	N		Y	Continuou	N		
N	N	Engine Coc	N		Y	Continuou	N		
alue decreased	N	Engine Coc	Y	Deactivatic	Y	Continuou	Y	Multi-lobe	
N	N	Engine Coc	N		Y	CONTINUC	Y	Audi Valve	

N	N	Engine Coc N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc N	Y	CONTINUCY	AUDI VALV
N	N	Generatior N	Y	CONTINUCY	AUDI VALV
N	N	Generatior N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc N	Y	INLET AND N	
N	N	Engine Coc Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc N	Y	INLET AND N	
N	N	Engine Coc Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc N	Y	INLET AND N	
N	N	Y	Cylinder d Y	Variation c N	
N	N	Engine Coc N	Y	INLET AND N	
N	N	Engine Coc Y	ELECTRON Y	HYDRAULI N	
N	N	Engine Coc Y	ELECTRON Y	HYDRAULI N	
N	N	ENGINE CC N	Y	INLET AND N	
N	N	Engine Co Y	ELECTRO Y	HYDRAUL N	
N	N	Engine Coc N	Y	MECANICA N	
N	N	Engine Coc N	Y	MECANICA N	
N	N	Engine Coc N	Y	MECANICA N	
N	N	Engine Coc N	N	N	
N	N	Engine Coc N	Y	MECANICA N	
N	N	Engine Coc N	N	N	
N	N	Engine Coc N	Y	MECANICA N	
N	N	Engine Coc N	Y	MECANICA N	
N	N	Engine Coc N	N	N	
N	N	Engine Coc N	Y	MECANICA N	
N	N	Engine Coc N	N	N	
N	N	N	Y	position of N	
N	N	N	Y	position of N	
N	N	N	Y	position of N	
N	N	N	Y	CONTINUC N	
N	N	1.8L Engin N	Y	CONTINUC N	
N	N	1.8L Engin N	Y	CONTINUC N	
N	N	Engine Coc N	N	N	
alue decreased	N	Engine Coc N	N	N	
N	N	2.0L Engin N	Y	CONTINUCY	Audi Valve
N	N	2.0L Engin N	Y	CONTINUCY	Audi Valve
N	N	Engine Coc N	Y	MECANICA N	

N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	Y	MECANICA	N	
N	N		N	Y	MECANICA	N	Battery(s)
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	N		N	
N	N	Engine cod	N	Y	Electronic	N	
N	N		N	Y	position of	N	
N	N		N	Y	position of	N	
N	N	Engine Coc	N	N		N	
N	N		N	Y	INTAKE / E	N	
N	N	V6 CYLIND	N	Y	MECANICA	N	Battery(s)
N	N						Battery(s)
N	N						Battery(s)

each for Highway label

evice Desc	# Batteries	Battery Ty	Battery Ty	Total Volt	Batt Ener	Batt Spec	Batt Char	Comment	# Capacit
Energy St									

onv.

alves to a valve lift of zero (all valves closed), the fuel injection and ignition for cylinder deactivation is described

alves to a valve lift of zero (all valves closed), the fuel injection and ignition for cylinder deactivation is described

tolled and hydraulically adjusted.

1	Lithium Ior	266	5.00	37.0	On-Board

EMENT
EMENT
ECHANICAL-HYDRAULIC
ECHANICAL-HYDRAULIC
EMENT
EMENT
ECHANICAL-HYDRAULIC
ECHANICAL-HYDRAULIC

alves to a valve lift of zero (all valves closed), the fuel injection and ignition for cylinder deactivation is described

valves only

alves on a single camshaft. No change in valve overlaps.
C/4HOCS(2)-HYDRAULIC
ONTINUOUSLY VVT
ONTINUOUSLY VVT
ECHANICAL-HYDRAULIC
VALVED CONTROL
AMS
AMS
AMS
onv.
AMS
onv.
AMS
AMS
onv.
AMS
onv.
controlled and hydraulically adjusted
controlled and hydraulically adjusted
controlled and hydraulically adjusted

onv.
onv.

AMS

AMS					
AMS					
onv.					
onv.					
AMS					
ND OUTLET CAMS	1	Lithium Ior	220	5.00	27.0 On-Board
AMS					
AMS					
onv.					
onv.					
controlled and hydraulically adjusted					
controlled and hydraulically adjusted					
LICALLY AND CONTROLLED ELECTRONICALLY					
AMS	1	NiMH	288	6.00	21.5 On-Board
	27	Lithium Ion	361	75.00	76.2 Off-Board
	27	Lithium Ion	361	75.00	76.2 Off-Board

Regen Bra	Regen Bra	Regen Bra	Driver Cnt	Fuel Cell I	Usable H2	Fuel Cell (	HEV-EV C	# Drive M	Motor Ger

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km
est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km
est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

Electrical R	BRAKE PEC	Front Whe	Y	1 Other
Other	BRAKE PEC	Both	N	1 Other
Electrical F		Front Whe	Y	1 Other
Electrical F		Front Whe	Y	1 Other

Motor Ger	Rated Mot	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Cell V	Off Board	Camless V	Oil Viscosi
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
h				GDI	Spark Ignit			N	5W30 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
h				GDI	Spark Ignit			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit	N		N	5W40
				GDI	Spark Ignit	N		N	5W40
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W30 VW
		40		GDI	Spark Ignit	N	N	N	5W40 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	5W30 VW
				GDI	Spark Ignit			N	5W30 VW
h				GDI	Spark Ignit			N	5W30 VW
				GDI	Spark Ignit	N		N	5W40

	GDI	Spark Ignit		N	5W40 VW
	GDI	Spark Ignit		N	5W40 VW
	GDI	Spark Ignit		N	5W40 VW
	GDI	Spark Ignit		N	5W40 VW
	GDI	Spark Ignit		N	5W40 VW
h	GDI	Spark Ignit		N	5W30 VW
h	GDI	Spark Ignit		N	5W30 VW
h	GDI	Spark Ignit		N	5W30 VW
	GDI	Spark Ignit		N	5W40 VW
	GDI	Spark Ignit	N	N	5W40
	GDI	Spark Ignit	N	N	5W40
h	GDI	Spark Ignit		N	5W30 VW
	MFI	Multipoint	N	N	5W30 VW
h	GDI	Spark Ignit		N	5W30 VW
	MFI	Multipoint	N	N	5W30 VW
h	GDI	Spark Ignit		N	5W30 VW
	MFI	Multipoint	N	N	5W30 VW
	MFI	Multipoint		N	0W40 / VV
	MFI	Multipoint		N	10W60 VW
	MFI	Multipoint		N	5W30 VW
	MFI	Multipoint		N	5W30 VW
	GDPI	Spark Ignit		N	5W30 VW
	MFI	Multipoint/S		N	5W30 VW
	GDI	Spark Ignit		N	5W40 VW
	GDI	Spark Ignit		N	5W40 VW
	GDI	Spark Ignit		N	5W40 VW
	CRDI	Common R		N	5W40 VW
	GDI	Spark Ignit		N	5W40 VW
	CRDI	Common R		N	5W40 VW
	GDI	Spark Ignit		N	5W40 VW
	GDI	Spark Ignit		N	5W40 VW
	CRDI	Common R		N	5W40 VW
	GDI	Spark Ignit		N	5W40 VW
	CRDI	Common R		N	5W40 VW
	GDI	Spark Ignit		N	5W40 VW
	GDI	Spark Ignit		N	5W40 VW
	GDI	Spark Ignit		N	5W-40 VW
	GDI	Spark Ignit		N	5W40 / VV
	GDI	Spark Ignit		N	5W40 VW
	GDI	Spark Ignit		N	5W40 VW
	CRDI	Common R		N	5W40 VW
	CRDI	Common R		N	5W40 VW
	GDI	Spark Ignit		N	5W40 VW
	GDI	Spark Ignit		N	5W40 VW
	GDI	Spark Ignit		N	5W40 VW

		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		MFI	Multipoint			N	5W40 VW
		MFI	Multipoint			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
3 PHASE PI	28	GDI	Spark Ignit	N	N	N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		CRDI	Common R			N	5W30 VW
		GDI	Spark Ignit			N	5W40 VW
3 PHASE CI	34	GDI	Spark Ignit	N	N	N	5W40 VW
Synchron I	85			N	Y		
Synchron I	85			N	Y		

Stop/Start	Stop/Start	Trans in FE	Trans as I	Model Typ	Charge De	Charge De	Charge Su	Charge Su	EPA Calcul
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AV-S	Auto(AV-S						
N	No	Auto(S8)	Auto(S8)						
N	No	Manual(M	Manual(M						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Manual(M	Manual(M						
N	No	Auto(AV-S	Auto(AV-S	Audi A6 C\					
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)	Audi A6 qu					
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S6)	Auto(S6)						
N	No	Auto(S6)	Auto(S6)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)	Audi Q7					
N	No	Auto(AM-S	Auto(AM-S						
N	No	Manual(M	Manual(M						
M	50500	No	Auto(AM-S	Auto(AM-S					
M	50500	No	Manual(M	Manual(M					
N	No	Auto(AM-S	Auto(AM-S						
N	No	Manual(M	Manual(M						
M	50500	No	Auto(AM-S	Auto(AM-S					
M	50500	No	Manual(M	Manual(M					
N	50700	No	Auto(AM-S	Auto(AM-S					
N	50700	No	Auto(AM-S	Auto(AM-S					
N	50700	No	Auto(S8)	Auto(S8)					
N	No	Auto(AM-S	Auto(AM-S						

N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N50700	No	Auto(AM-S	Auto(AM-S
N50700	No	Auto(AM-S	Auto(AM-S
N50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N	No	Auto(AM-S	Auto(AM-STT Coupe c
N	No	Auto(AM-S	Auto(AM-STT Coupe c
N50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
NVW50500	No	Auto(S8)	Auto(S8)
N 50500	No	Auto(AM-S	Auto(AM-S
Y50700	Yes	Auto(AM-S	Auto(AM-S
Y50700	Yes	Auto(AM-S	Auto(AM-S
N	No	Auto(AM-S	Auto(AM-S
N50700	No	Auto(AM-S	Auto(AM-SVENENO
N	No	Auto(S6)	Auto(S6)
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Manual(M	Manual(M
N	No	Auto(S6)	Auto(S6)
N	No	Auto(AM-S	Auto(AM-S
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(S6)	Auto(S6)
N	No	Auto(AM-S	Auto(AM-S
N	No	Auto(S6)	Auto(S6)
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(S6)	Auto(S6)

N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Auto(S6)	Auto(S6)	Jetta Base
N	No	Manual(M	Manual(M	
N	No	Manual(M	Manual(M	
N	No	Manual(M	Manual(M	
Y	Yes	Auto(AM-S	Auto(AM-S	
N	No	Auto(S6)	Auto(S6)	
N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Auto(S6)	Auto(S6)	Tiguan fro
N	No	Auto(S6)	Auto(S6)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
Y	Yes	Auto(S8)	Auto(S8)	Touareg H
N	No	Auto(A1)	Auto(A1)	
N	No	Auto(A1)	Auto(A1)	

[illegible]	EPA Calculated Gas G	[illegible]	[illegible] (GHG Ratin	#1 Smog R	#1 Mfr Sm	#1 EPA Sm	SmartWay
34.9		7	7	FVGAV02.(	9		
48.3		8	8	FVGAV02.(	5		
36.2		7	7	FVGAV02.(	9		
34.3		6	6	FVGAV02.(	9		
35.2		7	7	FVGAV02.(	9		
35.4		7	7	FVGAV02.(	5		
32.3		6	6	FVGAJ02.0	5		
33.1		6	6	FVGAV02.(	5		
31.4		6	6	FVGAJ02.0	5		
32.3		6	6	FVGAJ02.0	5		
33.1		6	6	FVGAV02.(	5		
36.9		7	7	FVGAV02.(	5		
30.0		5	5	FVGAV02.(	5		
28.1		5	5	FVGAJ03.0	5		
37.7		7	6	FVGAJ03.0	5		
27.9		5	5	FVGAJ03.0	5		
37.7		7	6	FVGAJ03.0	5		
28.8		5	5	FVGAV03.(	5		
28.0		5	5	FVGAV04.(	5		
36.9		7	6	FVGAJ03.0	5		
28.8		5	5	FVGAV03.(	5		
27.6		5	5	FVGAV04.(	5		
21.1		4	4	FVGAV06.3	5		
31.2		6	6	FVGAJ02.0	5		
30.0		5	5	FVGAV02.(	5		
29.5		5	5	FVGAV02.(	5		
29.6		5	5	FVGAJ02.0	5		
27.2		5	5	FVGAJ03.0	5		
34.3		7	5	FVGAJ03.0	5		
34.0		6	6	FVGAT02.(	5		
28.1		5	4	FVGAT03.(	5		
23.1		4	4	FVGAT03.(	5		
20.7		4	4	FVGAV04.2	5		
17.2		2	2	FVGAV04.2	5		
19.6		3	3	FVGAV05.2	5		
17.0		2	2	FVGAV05.2	5		
20.7		4	4	FVGAV04.2	5		
17.2		2	2	FVGAV04.2	5		
19.6		3	3	FVGAV05.2	5		
17.0		2	2	FVGAV05.2	5		
22.8		4	4	FVGAV04.2	5		
22.6		4	4	FVGAV04.2	5		
22.6		4	4	FVGAV04.(	5		
33.2		6	6	FVGAV02.(	5		

26.9	[redacted]	5	5 FVGAJ03.0	5
23.5		5	5 FVGAJ03.0	5
26.9		5	5 FVGAJ03.0	5
23.5		5	5 FVGAJ03.0	5
26.4		5	5 FVGAJ03.0	5
25.4		5	5 FVGAV04.(	5
25.4		5	5 FVGAV04.(	5
25.0		5	5 FVGAV04.(	5
24.9		4	4 FVGAJ03.0	5
33.3		6	6 FVGAV02.(	5
33.3		6	6 FVGAV02.(	5
23.7		4	4 FVGAV04.(	5
19.5		3	3 FVGAV06.(	5
21.9		4	4 FVGAV04.(	5
18.3		3	3 FVGAV06.(	5
21.9		4	4 FVGAV04.(	5
18.3		3	3 FVGAV06.(	5
15.9		1	1 FVGAV06.8	5
12.6		1	1 FVGAV08.(	5
16.4		1	1 FVGAV06.5	5
14.6		1	1 FVGAV06.5	5
20.0		3	3 FVGAV05.2	5
15.8		1	1 FVGAV06.	5
37.0		7	7 FVGAV02.(	7
35.9		7	7 FVGAV02.(	7
33.9		6	6 FVGAV02.(	7
46.6		8	7 FVGAV02.(	5
33.1		6	6 FVGAV02.(	7
46.4		8	7 FVGAV02.(	5
35.9		7	7 FVGAV02.(	7
33.3		6	6 FVGAV02.(	7
45.8		8	7 FVGAV02.(	5
33.1		6	6 FVGAV02.(	7
45.3		8	7 FVGAV02.(	5
32.2		6	6 FVGAJ02.0	5
31.4		6	6 FVGAJ02.0	5
24.8		5	5 FVGAV03.(	5
32.4		6	6 FVGAV02.(	5
38.9		7	7 FVGAV02.(	9
39.3		7	7 FVGAV02.(	9
48.3		8	8 FVGAV02.(	5
48.2		8	8 FVGAV02.(	5
35.9		7	7 FVGAV02.(	9
35.8		7	7 FVGAV02.(	9
39.4		7	7 FVGAV02.(	7

38.4	[redacted]	7	7	FVGAV02.(7
34.8		7	7	FVGAV02.(7
49.2		8	8	FVGAV02.(5
34.9		6	6	FVGAV02.(5
35.9		7	7	FVGAV02.(5
48.7		8	8	FVGAV02.(5
34.0		6	6	FVGAV02.(7
60.8		10	10	FVGAV01.4 7
37.7		7	7	FVGAV02.(7
37.3		7	7	FVGAV02.(7
46.2		8	7	FVGAV02.(5
46.9		8	7	FVGAV02.(5
28.5		5	5	FVGAV03.(5
29.7		5	5	FVGAJ02.0 5
29.6		5	5	FVGAJ02.0 5
29.6		5	5	FVGAT03.(5
25.0		4	4	FVGAT03.(5
28.2		5	5	FVGAT03.(5
		10	10	FVGAV00. 10
		10	10	FVGAV00. 10

| | | |

FVGAV02.(	5
FVGAV02.(	5
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FVGAV02.(	5
FVGAV02.(	7
FVGAV02.(	7
FVGAV02.(	5

FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5

[illegible]	You Save$	You Spend$	City CO2 R	Hwy CO2 R	Comb CO2	CO2- Volu	CO2- Volu	CO2-Vol In
	500		379	267	328			
	3250		326	236	285			
	750		362	256	314			
	0		379	280	334			
	500		366	271	323			
	500		374	280	332			
		500	415	295	361			
	0		398	277	343			
		1000	424	303	370			
		500	415	295	361			
	0		398	277	343			
	750		360	272	320			
		1500	452	306	386			
		2000	482	326	412			
	1250		416	267	349			
		2500	493	321	416			
	1250		416	267	349			
		2000	473	303	397			
		2000	484	299	401			
	1000		426	280	360			
		2000	473	303	397			
		2000	492	310	410			
		5750	640	403	534			
		1000	420	317	373			
		1500	451	313	389			
		1500	446	316	387			
		1500	452	322	393			
		2500	496	347	429			
	500		430	328	385			
	0		369	298	337			
		1750	541	369	464			
		4750	570	409	498			
		5750	656	394	538			
		9250	772	439	622			
		6750	686	400	557			
		9250	753	454	618			
		5750	656	394	538			
		9250	772	439	622			
		6750	686	400	557			
		9250	753	454	618			
		4750	562	379	480			
		4750	558	398	486			
		4750	614	355	497			
	0		381	289	340			

	2500	488	321	413
	3250	519	341	439
	2500	488	321	413
	3250	519	341	439
	2500	500	341	428
	3250	531	330	441
	3250	531	330	441
	3250	534	331	442
	4000	528	373	458
0		395	284	345
0		395	284	345
	4000	580	347	475
	8000	710	421	580
	5750	638	370	517
	8000	736	443	604
	5750	638	370	517
	8000	736	443	604
	11000	840	501	688
	17500	1050	599	847
	11000	836	481	676
	12750	902	547	742
	6750	629	441	544
	11000	831	523	692
1500		357	270	318
1250		372	270	326
0		377	302	343
2750		332	251	295
0		393	292	347
2750		333	251	296
1250		369	274	326
	500	392	314	357
2750		335	256	300
0		393	292	347
2750		344	254	303
	500	402	284	349
	500	428	278	361
	3250	523	351	446
	500	405	292	354
2000		352	247	305
2250		350	240	300
3250		326	236	285
3250		334	227	286
750		358	271	319
750		355	258	311
2250		347	238	298

2000		351	239	301
500		379	281	334
3250		324	228	281
1000		395	265	337
1500		357	259	313
3250		332	223	283
0		389	274	338
4750		212	185	200
1500		363	247	311
1500		366	251	314
2750		344	243	298
3000		341	234	293
	1500	449	319	390
	1500	431	344	392
	1500	435	344	394
	1250	517	351	442
	4000	520	391	462
	2500	447	372	413
8250		0	0	0
8250		0	0	0

[illegible]	[illegible]	[illegible]	[illegible]	240V Char	120V Char	PHEV Tota
309.0	191.0	255.9	378.7	267.1	328.5
247.7	165.1	210.5	325.6	236.3	285.4
289.0	188.0	243.6	362.1	255.5	314.1
305.0	200.0	257.8	378.6	280.1	334.3
294.0	198.0	250.8	366.0	271.0	323.2
292.0	199.0	250.2	373.7	280.2	331.6
327.0	210.0	274.4	415.0	295.0	361.0
321.2	202.4	267.7	398.0	276.6	343.4
335.0	216.0	281.4	424.4	303.1	369.8
327.0	210.0	274.4	415.0	295.0	361.0
321.2	202.4	267.7	398.0	276.6	343.4
282.0	189.0	240.2	360.0	272.0	320.4
358.0	219.0	295.4	452.0	306.0	386.3
383.5	233.0	315.8	481.7	326.0	411.6
331.0	194.0	269.4	415.7	267.3	348.9
385.0	236.0	318.0	492.9	320.9	415.6
331.0	194.0	269.4	415.7	267.3	348.9
376.5	225.0	308.3	473.4	302.9	396.7
391.0	224.0	315.9	483.9	299.0	400.7
339.0	198.0	275.6	425.6	280.1	360.1
376.5	225.0	308.3	473.4	302.9	396.7
396.0	226.0	319.5	492.3	309.7	410.1
515.0	310.0	422.8	640.3	403.3	533.6
331.0	226.0	283.8	419.7	316.6	373.3
357.5	223.0	297.0	451.0	312.5	388.7
357.0	230.0	299.9	445.6	315.7	387.1
358.0	230.0	300.4	451.6	321.9	393.2
390.0	251.0	327.4	496.0	347.0	429.0
348.0	231.0	295.4	430.5	328.5	384.6
380.0	223.0	309.4	369.0	298.0	337.0
446.0	260.0	362.3	541.0	369.0	463.6
458.0	295.0	384.6	569.6	409.5	497.6
540.6	299.8	432.3	656.3	394.3	538.4
651.3	362.7	521.4	771.6	439.1	622.0
577.0	309.4	456.6	685.6	400.2	557.2
646.3	377.5	525.3	753.1	454.0	618.5
540.6	299.8	432.3	656.3	394.3	538.4
651.3	362.7	521.4	771.6	439.1	622.0
577.0	309.4	456.6	685.6	400.2	557.2
646.3	377.5	525.3	753.1	454.0	618.5
466.0	296.0	389.5	562.0	379.0	479.6
463.0	307.0	392.8	558.0	398.0	486.0
499.5	269.5	396.0	613.8	354.8	497.3
311.0	214.0	267.4	381.4	289.2	339.9

396.0	248.0	329.4	488.0	321.0	412.8
443.0	266.0	363.4	519.0	341.0	438.9
396.0	248.0	329.4	488.0	321.0	412.8
443.0	266.0	363.4	519.0	341.0	438.9
401.0	256.0	335.8	500.0	341.0	428.4
427.7	252.5	348.9	530.7	330.5	440.6
427.7	252.5	348.9	530.7	330.5	440.6
444.0	243.0	353.6	534.0	330.6	442.5
427.0	269.0	355.9	528.0	372.7	458.1
312.7	210.3	266.6	395.4	284.3	345.4
312.7	210.3	266.6	395.4	284.3	345.4
462.0	263.0	372.4	580.0	347.0	475.2
576.0	314.0	458.1	709.5	420.8	579.6
511.0	278.0	406.2	638.3	369.6	517.4
617.0	333.0	489.2	736.3	442.9	604.3
511.0	278.0	406.2	638.3	369.6	517.4
617.0	333.0	489.2	736.3	442.9	604.3
690.0	408.0	563.1	840.4	501.0	687.7
885.0	495.0	709.5	1050.0	599.0	847.0
705.0	353.0	546.6	836.0	481.0	676.2
771.0	418.0	612.2	902.0	547.0	742.2
524.0	346.0	443.9	628.6	441.0	544.2
708.0	392.0	565.8	831.0	523.0	692.4
277.9	191.7	239.1	357.0	270.4	318.0
290.3	191.7	245.9	371.7	270.4	326.1
306.6	211.2	263.7	377.1	302.3	343.4
253.0	176.0	218.4	331.8	251.0	295.4
322.0	206.1	269.8	392.7	291.6	347.2
254.0	176.0	218.9	333.0	251.0	296.1
287.7	194.3	245.7	368.6	273.9	326.0
308.8	219.0	268.4	392.5	313.5	357.0
256.0	180.0	221.8	335.4	256.4	299.8
322.0	206.1	269.8	392.7	291.6	347.2
263.0	178.0	224.8	343.6	253.7	303.2
327.7	209.1	274.3	402.3	284.1	349.2
347.4	204.8	283.2	428.4	278.4	360.9
434.0	265.0	358.0	523.0	351.0	445.6
321.0	213.0	272.4	404.7	291.7	353.9
274.0	174.0	229.0	352.4	246.5	304.7
272.0	169.0	225.6	350.1	239.8	300.5
247.7	165.1	210.5	325.6	236.3	285.4
255.0	158.0	211.4	334.2	226.8	285.9
288.0	195.0	246.2	358.0	270.7	318.7
294.0	191.0	247.7	354.6	257.9	311.1
269.6	168.0	223.9	347.2	238.5	298.3

272.8	168.4	225.8	351.0	239.0	300.6	
302.4	201.2	256.9	378.6	280.6	334.5	
246.0	159.0	206.8	323.6	228.1	280.6	
310.0	188.0	255.1	394.9	265.4	336.6	
302.0	179.0	246.6	356.6	259.3	312.8	
253.0	155.0	208.9	331.8	222.7	282.7	
316.2	198.2	263.1	389.2	274.4	337.5	
155.0	136.0	146.4	211.9	184.8	199.7	
283.0	174.7	234.3	363.0	247.5	311.0	
285.3	177.3	236.7	365.8	251.0	314.1	
263.0	170.0	221.2	343.6	242.9	298.3	
261.0	163.0	217.0	341.3	233.5	292.8	
372.0	238.0	311.7	449.0	319.0	390.5	
340.8	246.4	298.3	431.3	344.0	392.0	
343.9	246.4	300.0	435.0	344.0	394.0	
422.0	248.0	343.7	517.0	351.0	442.3	
416.0	281.0	355.2	520.1	390.6	461.8	
354.0	267.0	314.8	446.9	371.8	413.1	
0	0	0	0	0	0	4.0
0	0	0	0	0	0	4.0

[illegible]	[illegible]	Comb Vol Higher	Final Labe	EPA_FUEL	EPA_GHG	EPA_AMT
	N	3.7	3.7			
	N	2.8	2.8			
	N	3.6	3.6			
	N	3.8	3.8			
	N	3.7	3.7			
	N	3.7	3.7			
	N	4.0	4.0			
	N	3.8	3.8			
	N	4.2	4.2			
	N	4.0	4.0			
	N	3.8	3.8			
	N	3.6	3.6			
	N	4.3	4.3			
	N	4.5	4.5			
	N	3.4	3.4			
	N	4.8	4.8			
	N	3.4	3.4			
	N	4.5	4.5			
	N	4.5	4.5			
	N	3.6	3.6			
	N	4.5	4.5			
	N	4.5	4.5			
	N	5.9	5.9			
	N	4.2	4.2			
	N	4.3	4.3			
	N	4.3	4.3			
	N	4.3	4.3			
	N	4.8	4.8			
	N	3.7	3.7			
	N	3.8	3.8			
	N	4.5	4.5			
	N	5.6	5.6			
	N	5.9	5.9			
	N	7.1	7.1			
	N	6.2	6.2			
	N	7.1	7.1			
	N	5.9	5.9			
	N	7.1	7.1			
	N	6.2	6.2			
	N	7.1	7.1			
	N	5.6	5.6			
	N	5.6	5.6			
	N	5.6	5.6			
	N	3.8	3.8			

N	4.8	4.8
N	5.0	5.0
N	4.8	4.8
N	5.0	5.0
N	4.8	4.8
N	5.0	5.0
N	5.0	5.0
N	5.0	5.0
N	5.3	5.3
N	3.8	3.8
N	3.8	3.8
N	5.3	5.3
N	6.7	6.7
N	5.9	5.9
N	6.7	6.7
N	5.9	5.9
N	6.7	6.7
N	7.7	7.7
N	10.0	10.0
N	7.7	7.7
N	8.3	8.3
N	6.2	6.2
N	7.7	7.7
N	3.6	3.6
N	3.7	3.7
N	3.8	3.8
N	2.9	2.9
N	3.8	3.8
N	2.9	2.9
N	3.7	3.7
N	4.0	4.0
N	2.9	2.9
N	3.8	3.8
N	2.9	2.9
N	4.0	4.0
N	4.0	4.0
N	5.0	5.0
N	4.0	4.0
N	3.4	3.4
N	3.3	3.3
N	2.8	2.8
N	2.8	2.8
N	3.6	3.6
N	3.6	3.6
N	3.3	3.3

N	3.4	3.4
N	3.7	3.7
N	2.8	2.8
N	3.8	3.8
N	3.6	3.6
N	2.8	2.8
N	3.8	3.8
N	2.2	2.2
N	3.6	3.6
N	3.6	3.6
N	2.9	2.9
N	2.9	2.9
N	4.3	4.3
N	4.3	4.3
N	4.3	4.3
N	4.3	4.3
N	5.3	5.3
N	4.8	4.8
N	29.0	29.0
N	29.0	29.0

EPA_UNRI	EPA_UNRI	EPA_ADJ_	EPA_PHEV	Label Subr	GHG 1-10 rating on Ethanol (EPA Deter
				Mr Richard E Thomas Jr	
				Mr Richard E Thomas Jr	
				Mr Richard E Thomas Jr	
				Mr Richard E Thomas Jr	
				Mr Richard E Thomas Jr	
				Mr Richard E Thomas Jr	
				Mr Richarc	6
				Mr Richard E Thomas Jr	
				Mr Richarc	6
				Mr Richarc	6
				Mr Richard E Thomas Jr	
				Mr Richard E Thomas Jr	
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				Mr Richarc	6
				Mr Richard E Thomas Jr	
				Mr Richard E Thomas Jr	
				Mr Richarc	5
				Mr Richard E Thomas Jr	
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mined)

Derived 5-cycle MPG Calculations For Electric Vehicles

Please Enter:

Model Year: 2015

Values in Yellow fill are used on FE Labels (window stickers)

Manufacturer Name: xxxxxxx

Model Name yyyyyyyy

Test Date: xx/yy/2014

I. Calculate Electric vehicle FE Label city, Hwy, Combined FE values using the 2008 (derived 5-cycle) method and the 30% cap method:

Enter unadjusted unrounded kW-hr/100mi Values (in red text blocks) as determined from SAE J1634:

		City (round mpg to 0.1mpg)	Highway (round mpg to 0.1mpg)	Calculated unadjusted combined	Units
Elect veh FE	unrounded kW-hr/100 mi	19.3900	25.3000	22.0495	kW-hr/100 mi
Elect veh FE	converted to mpg	**173.8**	**133.2**	152.8366	mpg

2008 FE Label method (Derived 5-cycle)

	Derived 5-cycle City	Derived 5-cycle Hwy	Adjusted Combined	Units
Calculate derived 5-cycle mpg:	**99.5**	**87.1**	**93.5**	mpg
convert back to kW-hr/100 mi:	**33.9**	**38.7**	**36.0**	**kW-hr/100 mi Derived 5-cycle**
Percent adjustment mpg:	**42.8%**	**34.6%**	**38.8%**	percent
MPG w/ 30% Cap	121.7	93.2	106.9856	MPGe with 30 % Cap
convert back to kW-hr/100 mi:	27.7043	36.1486	31.5042	kW-hr/100 mi w/30 % Cap
			31.5	
2014 Label Values:				
Rounded MPG w/30% cap:	122	93	107	
Rounded kW=hr/100 mi:	28	36	32	

II. Calculate Electric vehicle driving ranges using the unadjusted SAE J1634 method and the 2008 (derived 5-cycle) method:

Enter unadjusted City & Hwy Range Values in miles (in red text blocks) as determined from SAE J1634:

	City Range	Hwy Range	Combined Range	Rounded Range	Units	Method:
Calculate unadjusted driving range:	111.293	89.42	101.4502	101	miles	Unadjusted (SAE J1634)
Calculate adjusted driving range (2008 method, No Cap):	63.7	58.5	62.0636	62	miles	2008 (derived 5-cycle, mpg-based, No Cap)
Calculate adjusted driving range (2008 method, 30% Cap):	77.9	62.6	71.0151	71	miles	2008 (derived 5-cycle, mpg-based, 30% Cap)

III. Calculate Electric vehicle annual fuel cost and 5-year savings, per 40 CFR 600.311-12(e)

2008 MPG Factors:

ref. 40 CFR 600.210-08

City Intercept:	0.00326
City Slope:	1.1805
Hwy Intercept:	0.00138
Hwy Slope:	1.3466

Enter Average 2015 5-year Fuel Cost: $11,000

Enter U.S. electricity costs: $0.12 per kw-hr

(from CD-13-14 for 2015)

Calculate unrounded adjusted combined miles/kw-hr: 3.17418 mi/kw-hr

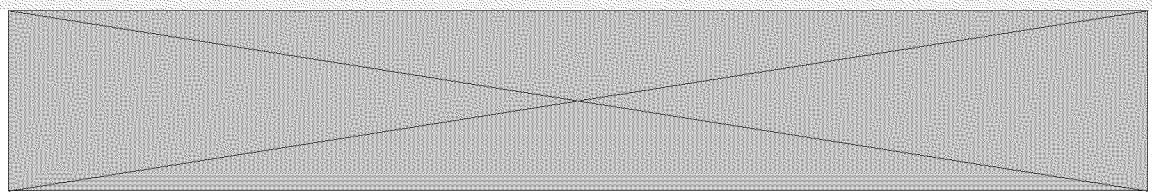
Petroleum Equivalency Factor for electricity; ref 10 CFR 474.3	
33,705 watt-hr/gallon	w/o 6.667 CAFE incentive no fuel fired accessories

Annual Miles	Cost	Units	Unrounded Annual Fuel Cost*	Method	2015 Label Rounded Annual Fuel Cost	2015 Label 5-year Amount You Save:
15,000	$0.12	per kw-hr	$648.00	2008 (derived 5-cycle, mpg-based, No Cap)	$650.00	$7,750
15,000	$0.12	per kw-hr	$567.08	2008 (derived 5-cycle, mpg-based, 30% Cap)	$550.00	$8,250

*Note: Annual fuel costs should be ASTM rounded to the nearest $50.

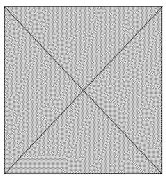
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Mon 10/6/2014 4:07:04 PM
Subject: Green Car Report Daily Headlines

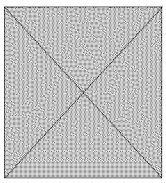
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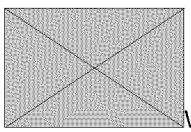
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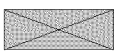
Tesla CPO Program, 2015 Honda Fit Gas Mileage, 2016 Cadillac CT6 Plug-In: Today's Car News

Oct 06, 2014 03:33 pm | feedback@highgearmedia.com (Stephen Edelstein)

 We've got a wide variety of stories today. Tesla confirms a Certified Previously-Owned (CPO) program for used electric cars, we put the 2015 Honda Fit's fuel-economy ratings to the test, and the 2016 Cadillac CT6 large luxury sedan will offer a plug-in hybrid option. All this and more on Green Car Reports. We've got the very last updates to our...

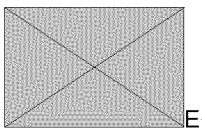
comments | read more





Electric Vehicles In RV Campgrounds: What You Need To Know

Oct 06, 2014 03:59 pm | feedback@highgearmedia.com (Ben Rich)

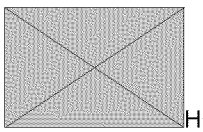
 Electric vehicles are coming soon to a campground near you! With electric cars, plug-in hybrids, and even electric motorcycles selling in greater numbers every year, a growing number of buyers who want to enjoy the great outdoors are discovering that some recreational

vehicle (RV) campgrounds offer access to 50-Amp electrical outlets. The...

comments | read more

Used Tesla Electric Cars: Certified Previously Owned (CPO) Program Coming, Company Confirms

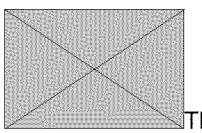
Oct 06, 2014 03:27 pm | feedback@highgearmedia.com (John Voelcker)

 Historically, auto dealerships have made as much or more money selling used cars as new ones. Since electric-car maker Tesla Motors doesn't have dealerships, but sells cars online directly to buyers, that has left the question of buying used Teslas to owners who may want to sell. Now, however, Tesla has confirmed that it plans to offer a Certified...

comments | read more

2015 Honda Fit Gas Mileage: True 40-MPG Subcompact, Or Not?

Oct 06, 2014 03:01 pm | feedback@highgearmedia.com (John Voelcker)

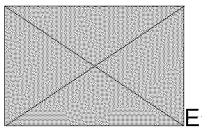
 The 2015 Honda Fit subcompact is an entirely new model, and for North America, it's built in a new plant in Mexico. That means that its launch was necessarily slow and cautious--in fact, it was delayed two months--and then a bumper upgrade to reinforce crash-safety welds hardly sped up the schedule. DON'T MISS: 2015 Honda Fit: Quick Gas Mileage...

comments | read more

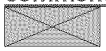
Captain Kirk, Mr. Spock Discuss VW Electric Cars In New Ad (In German)

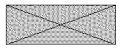
Oct 06, 2014 12:00 pm | feedback@highgearmedia.com

(Stephen Edelstein)

 Electric cars can be a more efficient alternative to internal-combustion vehicles, but how do they compare to a starship? Two people well-positioned to make that assessment--Star Trek stars William Shatner and Leonard Nimoy--are now featured in a new Volkswagen ad. ALSO SEE: 2015 Volkswagen e-Golf: Drive Report, First U.S. Sale Details A...

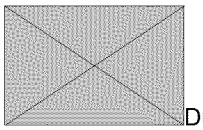
comments | read more





Plug-in Electric Car Sales in Canada, Sep 2014: Smart Deals Move Wheels

Oct 06, 2014 11:00 am | feedback@highgearmedia.com (Matthew Klippenstein)

 During September, another 145 Chevrolet Volts were sold in Canada--continuing the slow but steady arrival of plug-in electric cars onto the nation's roads. While this would ordinarily be enough to crown Chevy's range-extended electric car with another first-place sales finish for the month, the coronation will have to wait, for two reasons. First...

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2014 NVFEL Vehicle Technology Showcase (Thursday, Oct. 9th)

Key Components:

- Industry displays (FE and GHG emissions technology);
- Keynote remarks and release of *CO_2 Emissions and Fuel Economy Trends Report*;
- Expert Panel Discussion (theme ties to trends evidenced in the report);

Key Messages:

- Consistent with President's Climate Action Plan
- Positive Trends
- Our work inspires the innovative technologies on display

Strategic Goals:

- NVFEL Outreach;
- Demonstrate progress towards meeting the 2017-2025 GHG Regulations;
- Steady year-to-year improvement:
    - Executives on panel (Mazda, Tesla);
    - Assistant administrator delivering keynote remarks;
    - Increased number of external displays (14 vs 10 in 2012);
    - Increased number of EPA displays

Schedule:

1:00 P.M. to 1:10 P.M.:	Welcome—David Haugen
1:10 P.M. to 2:15 P.M.:	Technology Displays
2:15 P.M. to 2:40 P.M.:	Opening Remarks—Chris Grundler
	Keynote Remarks—Janet McCabe
2:40 P.M. to 3:00 P.M.:	*2014 Trends Report* Overview—Aaron Hula
3:00 P.M. to 4:00 P.M.:	Panel Discussion—Mike Olechiw, Moderator

Displays:

American Honda Motor Co., Inc.	— Accord Hybrid i-MMD
BMW of North America	— i8 EV
EPA:	— Climate Change
	— Interactive Green Vehicle Guide
	— Hot/Cold Temperature Test Sites
	— SmartWay
Diesel Technology Forum	— Clean Diesel technology information panels
Ford Motor Corporation	— 2015 Aluminum F-150
General Motors Corporation	— 2015 Impala with Start-Stop
JATCO USA, Inc.	— CVT cutaway
Mazda North American Operations	— SkyAktiv engine cutaway
Mercedes-Benz Research and Development NA	— PHEV S-Class
Mitsubishi Motors	— PHEV
Nissan North America, Inc.	— Altima FE
Robert Bosch LLC	— Clean Diesel, Stop-Start, Thermal Mgmt., Power Electronics, Brushless Tech.
Tesla Motors, Inc.	— Model S and Supercharger
Valeo	— Electric supercharger; CAC; LP EGR
Volkswagen Group of America	— eGolf, TBD vehicle

Attendees:

As of Oct. 3rd, 140 registered from above manufacturers plus the following:

AJW, Inc.
Alliance of Automobile Manufacturers
Allison Transmission
Argonne National Laboratory
AVL
Bosal Emission Control Systems
Center for Automotive Research
Chrysler
ControlTec
DENSO
Detroit Diesel
DOT
Eberspaecher
Federal Reserve Bank of Chicago
Horiba
Isuzu
Johnson Matthey, Inc.
Kaiser Aluminum
MECA
MEMA
Navigant
NGK
Ricardo
SAE International
SwRI
Subaru
Toyota
Umicore
University of Michigan Energy Institute

Media:

AOL
Automotive News
Forbes
NHK Broadcasting
TBD

Discussion Panel:

Theme: *Progress in GHG Emissions and Fuel Economy through Powertrain Technologies;*

Panelists:

Mike Olechiw (Moderator)

James Chen, VP of Regulatory Affairs & Associate General Counsel, *Tesla Motors, Inc.*

John German, Senior Fellow, ICCT

Mitsuo Hitomi*, Managing Executive Officer, Global Powertrain Development, Mazda Motor Corporation*

Paul Nahra, *Senior Technical Specialist, BorgWarner Inc.*

Oliver Schmidt, General Manager, Engineering and Environmental *Office, Volkswagen Group of America*

Luke Tonachel, Director for Vehicles and Fuels, NRDC

2014 EPA Vehicle Technology Showcase
October 9, 2014

Panel Questions

1. What role does your company or organization play in advancing powertrain technologies to reduce greenhouse gases from light-duty vehicles within the light-duty greenhouse gas arena and why is it your role important?

    a. Each company/organization rep should then explain who they are, where they are from, and their perspective.
    b. *(1) slide per panel member*

2. How do you expect the evolving light-duty vehicle fleet to change affect powertrain selections between now and 2025 MY? (For example: car/truck mix, powertrain configurations performance demands, vehicle size, etc…)

    a. Possible follow-ups:
        a. There are a number of engine strategies being proposed by different companies. These include, turbo charging and downsizing, cylinder deactivation, high compression ratio configurations, Diesel, Atkinson, "e-turbos" etc, Do you think that this diversity of choice will remain, or do you think that one or two will become predominant?
        b. Similar to engines, there seems to be a race to top gear on transmissions. Does your company see transmissions stabilizing at 6, 7, 8, 9, 10, or more or CVTs? Or perhaps some other technology?
        c. Until recently, a typical engine design cycle may have been 7 years plus, compared to a vehicle design cycle of 5-6 years. As vehicle design cycles seem to be shrinking to 4-5 years, is your company finding that engine design cycles are also dropping? Are there opportunities for more innovation as a result?

3. (OE/Supplier Specific) – What are the primary factors that contribute to or drive your company's decisions regarding powertrain product planning and R&D expenditures?

    a. NGO's – if you could guide vehicle manufacturer's product plans, what would you recommend?

4. (NGO Specific) – There is a lot of work being done in the transportation sector regarding alternative models for vehicle usage and ownership, emerging technologies, driver demographics and changes in personal travel in general[1]. How do you see these changes melding with the current solutions for personal transportation, or replacing them, and why? (OE's/Suppliers) Do you agree or disagree with vision of future transportation? Why or why not?

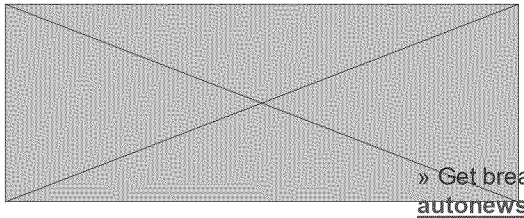
[1] Alternative forms of transportation include: Autonomous Vehicles, Zipcar, etc.

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Mon 10/6/2014 8:30:25 PM
Subject: DAILY: GM fund for faulty switches draws 1,130 claims | Tesla set to join automated-driving race | Peugeot plots U.S. comeback | Caddy's new boss: 'Don't mess with me' | NHTSA probes Ford sedans

Today's most read story

Wrangler shock wave hits Toledo

October 6, 2014



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TOP NEWS

Claims for compensation from faulty GM ignition switch rise to 1,130

1:00 pm U.S. ET | Oct 6

The number of claims of injury and death linked to a faulty ignition switch in GM cars rose 30 percent last week to 1,130, according to a report on Monday from the lawyer overseeing a program set up to compensate accident victims. ... » READ

Tesla prepares to join automated-driving race

7:28 am U.S. ET | Oct 6

Tesla Motors will make its first foray toward automated driving, joining luxury rivals in offering high-tech features, including one that can keep the car in its lane, said a person familiar with the carmaker's plans. ...
» READ

Peugeot plots U.S. re-entry under DS brand

12:01 am U.S. ET | Oct 4

PSA Peugeot Citroen could re-enter the United States early in the next decade with its DS premium brand. ... » READ

Cadillac, American Airlines partner to offer travel perks, test drives

4:05 pm U.S. ET | Oct 6

Cadillac and American Airlines are teaming up to offer travel benefits to the airline's frequent fliers and encourage test drives of the luxury brand's lineup through a new marketing partnership. ... » READ

De Nysschen: 'Don't mess with me'

12:01 am U.S. ET | Oct 6

Cadillac's new global chief used a long and, at times, cutting Facebook post to punch back at critics of his plans. ... » READ

MOST READ (Last 7 days)

Buffett to buy Van Tuyl Group, create Berkshire Hathaway Automotive

GM, Nissan, Chrysler gains propel market to 9% increase

Jeep ponders switch to aluminum for next Wrangler body, Marchionne says

Honda CR-V gets a sportier, more upscale look for 2015

GM halts 2015 Chevy Colorado, GMC Canyon deliveries to fix airbag flaw

COLUMNS

EDWARD NIEDERMEYER

Dissecting what it means when Buffett grabs the wheel

11:27 am U.S. ET | Oct 4

Wherever Warren Buffett goes, investors follow. But for anyone who thinks now is the best time to buy into car dealerships, a quick reality check may be in order. ... » READ

UPCOMING EVENTS

» Oct. 15 - Best Dealerships To Work For

» Nov. 13-14 - Automobilwocl Kongress

U.S. regulators probe steering in estimated 938,000 Ford vehicles

10:30 am U.S. ET | Oct 6

Fiat needs more than the 500 to revive core brand

6:49 am U.S. ET | Oct 5

Average new-car mpg drops most in nearly 3 years

1:52 pm U.S. ET | Oct 6

Van Tuyl founder was 'excited' about Buffett talks

12:01 am U.S. ET | Oct 4

GM issues 3 more recalls covering more than 57,000 vehicles

2:12 pm U.S. ET | Oct 4

UAW forms new local to recruit Mercedes workers in Alabama

UPDATED: 10/3/14 9:18 PM ET - adds details

5:44 pm U.S. ET | Oct 3

Chrysler recalls 31,497 Ram ProMaster vans to fix head restraints

9:46 am U.S. ET | Oct 6

Mexico auto output, exports rise in September

11:35 am U.S. ET | Oct 6

Tesla battery factory near Reno is bet Nevada will see new gold rush

12:01 am U.S. ET | Oct 4

» January 13-14 - Automotive News World Congress

» January 22 - Automotive Dealerships To Work For

» Nov. 13-14 - Automotive News Retail Data for Dealers

» Oct. 16 - Achieving Quality

» Oct. 9 - Used Car Performance

» Oct. 14 - Digital Data for Dealers

» Oct. 23 - Transform Your Dealership

» October 15 - Update on the CFPB's Efforts to Indirectly Regulate Auto Dealers

» November 19 - What I Wish I Knew When I Started in F&I

» October 15 - Update on

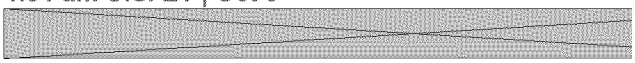
UPCOMING EVENTS

UPCOMING WEBINARS

UPCOMING WEBINARS

Bugatti is shielded from VW cost reductions as it works on Veyron successor

4:31 am U.S. ET | Oct 5



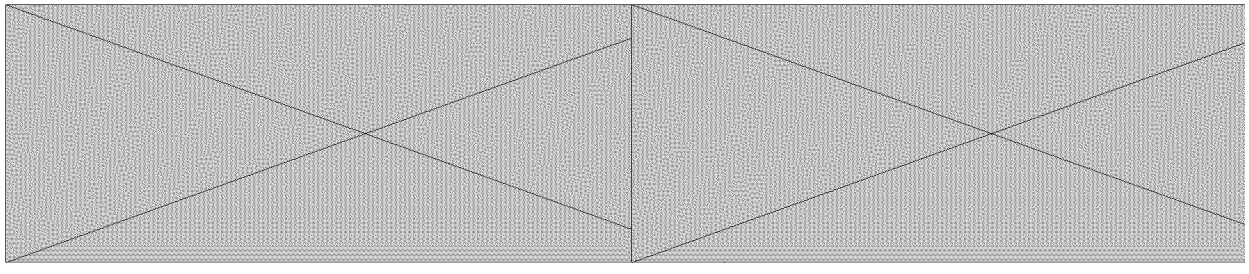
Japanese automakers idle domestic plants as typhoon strikes

UPDATED: 10/6/14 2:38 pm ET

11:35 am U.S. ET | Oct 5



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From: Wehrly, Linc
Required Attendees: Fernandez, Antonio; Ott, William; Wright, DavidA; Snyder, Jim; Bunker, Byron; Dalton, Joel; Ex. 7 (EEO); Olechiw, Michael; Nam, Ed; Ball, Joel; Pidgeon, Bill
Optional Attendees: Darrell Sonntag (Sonntag.Darrell@epa.gov); Warila, James
Location: AA-Room-Office-N95-ConfRoom-AAOTAQ-Office
Importance: Normal
Subject: Discussion of diesel vehicle off-cycle emissions with VW
Start Date/Time: Mon 10/20/2014 2:00:00 PM
End Date/Time: Mon 10/20/2014 3:00:00 PM

From: Wehrly, Linc
Required Attendees: Bunker, Byron; Snyder, Jim; Ball, Joel; Wright, DavidA; Ott, William; Pidgeon, Bill; Dalton, Joel; Olechiw, Michael; Fernandez, Antonio; Nam, Ed; Ex. 7 Ex. 7
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Importance: Normal
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Start Date/Time: Mon 10/20/2014 2:00:00 PM
End Date/Time: Mon 10/20/2014 3:00:00 PM

To: Peavyhouse, Robert[Peavyhouse.Robert@epa.gov]
Cc: Good, David[good.david@epa.gov]; Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Ross Gatzke
Sent: Mon 10/6/2014 8:46:45 PM
Subject: Re: Finalizing 2012 Porsche GHG

Bob,
I have set the final status to YES for MY 2012.

Ross Gatzke
Senior Engineer, Regulatory Affairs
Porsche Cars North America
Ross.Gatzke@porsche.us
Tel: 770-290-3516
Fax: 678-225-6580

From: "Peavyhouse, Robert" <Peavyhouse.Robert@epa.gov>

To: Ross Gatzke <Ross.Gatzke@porsche.us>

Cc: "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>, "Good, David" <good.david@epa.gov>

Date: 10/06/2014 02:08 PM

Subject: Finalizing 2012 Porsche GHG

Ross,

Your 2012 CAFE production volumes have been removed from the Porsche CAFE/GHG submission and added to the Volkswagen submission.
Richard has already submitted the combined Volkswagen/Porsche CAFE submission, and we have issued the official EPA letter(s) for this submission.

Your Porsche GHG only calculation results are exactly the same as they were prior to removing the CAFE portion.

We are still waiting on you to set your manufacturer final status to yes so that we can finalize the Porsche 2012 GHG submission.
Please let me know when you have finalized this data submission.
Robert Peavyhouse
Compliance Division
U.S. EPA - OTAQ
Phone: (734) 214-4814

To: Thomas, Richard (EEO)[Richard.Thomas@vw.com]
Cc: Giles, Michael (EEO)[michael.giles@vw.com]
From: Good, David
Sent: Tue 10/7/2014 3:24:58 PM
Subject: RE: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf
VW_Group_2015 FEGuide-all rel dates-no-sales-10-2-2014.xlsx

Richard,

I'm sorry----the fuel cost error statements in the dataset are incorrect.

The EPA EV calculator calculates annual fuel cost correctly. I didn't have the calculator results when I sent you the dataset errors. The macro's calculations of $500 annual fuel cost and $8500 5-year savings are wrong.

The spreadsheet calculations are based on the equation in 600.311-12(e). In that equation, it doesn't make sense to round miles per kW-hr---so that's why the calculator used the unrounded value.

So the values you input into Verify were correct ($550 annual fuel cost and $8250 for the 5-year savings).

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Monday, October 06, 2014 8:27 AM
To: Good, David
Cc: Giles, Michael (EEO)
Subject: RE: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf

Hi Dave;

I assume you are not in today but back on Tuesday. This is what I found, I used the same EPA EV calculator that you sent again and found that the calculator does not use a rounded combined kW-hr/100 mi number but rather an unrounded value of 29.2205 which then multiplied by the 15,000 miles and times the 0.12 cents gives a value of 525.9690 which then rounds to the $550 value I entered into verify. If I use a rounded value of 29 kW-hr/100 mi I get your $500 annual fuel cost value. It appears that Verify uses a rounded value. I also noticed that the unrounded fuel cost number in the calculator takes the unrounded adjusted combine value in miles per kW-hr and not the 29 rounded kW-hr/100 mi value. So maybe the calculator needs to be undated to use the rounded combined kW-hr/100 mile value in the annual fuel cost calculation. What do you think?

Thanks,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Friday, October 03, 2014 3:50 PM
To: Thomas, Richard (EEO)
Subject: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf

Richard,

Our macro picked up a few errors for the eGolf.

I couldn't double check your values since I don't have your spreadsheet calculator for the eGolf (and I didn't bother to look in Verify for the test data). I'll attach a generic EV spreadsheet for your convenience (although I think I've sent it to you before).

I get $500 for the annual fuel cost, as follows:

Ann Fuel Cost = 15,000 miles x 29 kW-hr/100 miles x $0.12 per kW-hr = $522, which rounds to $500.

Dave

EPA comm	VERIFY cc	Model Yr (Mfr Name	Division (t	Carline	Verify Mfr	Index (Mo	Eng Displ	# Cyl
		2015 Volkswage	Audi	A3	VGA	7	1.8	4
Diesel;		2015 Volkswage	Audi	A3	VGA	101	2.0	4
		2015 Volkswage	Audi	A3 Cabriol	VGA	6	1.8	4
		2015 Volkswage	Audi	A3 Cabriol	VGA	5	2.0	4
		2015 Volkswage	Audi	A3 quattro	VGA	4	2.0	4
		2015 Volkswage	Audi	A4	VGA	46	2.0	4
Relabeled. Please include in mo		2015 Volkswage	Audi	A4 quattro	VGA	64	2.0	4
		2015 Volkswage	Audi	A4 quattro	VGA	49	2.0	4
Relabeled. Please include in mo		2015 Volkswage	Audi	A5 Cabriol	VGA	66	2.0	4
Relabeled. Please include in mo		2015 Volkswage	Audi	A5 quattro	VGA	65	2.0	4
		2015 Volkswage	Audi	A5 quattro	VGA	50	2.0	4
		2015 Volkswage	Audi	A6	VGA	47	2.0	4
		2015 Volkswage	Audi	A6 quattro	VGA	48	2.0	4
		2015 Volkswage	Audi	A6 quattro	VGA	72	3.0	6
Diesel;		2015 Volkswage	Audi	A6 quattro	VGA	17	3.0	6
		2015 Volkswage	Audi	A7 quattro	VGA	71	3.0	6
Diesel;		2015 Volkswage	Audi	A7 quattro	VGA	18	3.0	6
		2015 Volkswage	Audi	A8	VGA	40	3.0	6
		2015 Volkswage	Audi	A8	VGA	11	4.0	8
Diesel;		2015 Volkswage	Audi	A8L	VGA	15	3.0	6
		2015 Volkswage	Audi	A8L	VGA	41	3.0	6
		2015 Volkswage	Audi	A8L	VGA	10	4.0	8
		2015 Volkswage	Audi	A8L	VGA	14	6.3	12
		2015 Volkswage	Audi	allroad qu	VGA	68	2.0	4
		2015 Volkswage	Audi	Q3	VGA	62	2.0	4
		2015 Volkswage	Audi	Q3 quattro	VGA	37	2.0	4
		2015 Volkswage	Audi	Q5	VGA	67	2.0	4
		2015 Volkswage	Audi	Q5	VGA	70	3.0	6
Diesel;		2015 Volkswage	Audi	Q5	VGA	16	3.0	6
Hybrid;		2015 Volkswage	Audi	Q5 Hybrid	VGA	63	2.0	4
Diesel;		2015 Volkswage	Audi	Q7	VGA	12	3.0	6
		2015 Volkswage	Audi	Q7	VGA	51	3.0	6
		2015 Volkswage	Audi	R8	VGA	27	4.2	8
		2015 Volkswage	Audi	R8	VGA	29	4.2	8
		2015 Volkswage	Audi	R8	VGA	35	5.2	10
		2015 Volkswage	Audi	R8	VGA	33	5.2	10
		2015 Volkswage	Audi	R8 Spyder	VGA	26	4.2	8
		2015 Volkswage	Audi	R8 Spyder	VGA	28	4.2	8
		2015 Volkswage	Audi	R8 Spyder	VGA	34	5.2	10
		2015 Volkswage	Audi	R8 Spyder	VGA	32	5.2	10
		2015 Volkswage	Audi	RS5	VGA	30	4.2	8
		2015 Volkswage	Audi	RS5 Cabrio	VGA	31	4.2	8
Relabeled. Please include in mo		2015 Volkswage	Audi	RS7	VGA	21	4.0	8
		2015 Volkswage	Audi	S3	VGA	42	2.0	4

	2015	Volkswage	Audi	S4	VGA	73	3.0	6
	2015	Volkswage	Audi	S4	VGA	76	3.0	6
	2015	Volkswage	Audi	S5	VGA	74	3.0	6
	2015	Volkswage	Audi	S5	VGA	77	3.0	6
	2015	Volkswage	Audi	S5 Cabriole	VGA	75	3.0	6
	2015	Volkswage	Audi	S6	VGA	20	4.0	8
	2015	Volkswage	Audi	S7	VGA	19	4.0	8
	2015	Volkswage	Audi	S8	VGA	9	4.0	8
	2015	Volkswage	Audi	SQ5	VGA	69	3.0	6
	2015	Volkswage	Audi	TT Coupe c	VGA	2	2.0	4
	2015	Volkswage	Audi	TT Roadste	VGA	3	2.0	4
	2015	Volkswage	Bentley	Continenta	VGA	24	4.0	8
	2015	Volkswage	Bentley	Continenta	VGA	43	6.0	12
	2015	Volkswage	Bentley	Continenta	VGA	22	4.0	8
	2015	Volkswage	Bentley	Continenta	VGA	45	6.0	12
	2015	Volkswage	Bentley	Flying Spur	VGA	23	4.0	8
	2015	Volkswage	Bentley	Flying Spur	VGA	44	6.0	12
	2015	Volkswage	Bentley	Mulsanne	VGA	61	6.8	8
	2015	Volkswage	Bugatti	Veyron	VGA	60	8.0	16
	2015	Volkswage	Lamborghi	Aventador	VGA	52	6.5	12
	2015	Volkswage	Lamborghi	Aventador	VGA	53	6.5	12
	2015	Volkswage	Lamborghi	Huracan	VGA	25	5.2	10
	2015	Volkswage	Lamborghi	Veneno Rc	VGA	54	6.5	12
	2015	Volkswage	Volkswage	Beetle	VGA	79	1.8	4
	2015	Volkswage	Volkswage	Beetle	VGA	78	1.8	4
	2015	Volkswage	Volkswage	Beetle	VGA	81	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle	VGA	95	2.0	4
	2015	Volkswage	Volkswage	Beetle	VGA	83	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle	VGA	91	2.0	4
	2015	Volkswage	Volkswage	Beetle Con	VGA	80	1.8	4
	2015	Volkswage	Volkswage	Beetle Con	VGA	82	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle Con	VGA	96	2.0	4
	2015	Volkswage	Volkswage	Beetle Con	VGA	84	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle Con	VGA	92	2.0	4
	2015	Volkswage	Volkswage	CC	VGA	58	2.0	4
	2015	Volkswage	Volkswage	CC	VGA	59	2.0	4
	2015	Volkswage	Volkswage	CC 4Motio	VGA	56	3.6	6
	2015	Volkswage	Volkswage	Eos	VGA	36	2.0	4
	2015	Volkswage	Volkswage	Golf	VGA	103	1.8	4
	2015	Volkswage	Volkswage	Golf	VGA	85	1.8	4
Diesel;	2015	Volkswage	Volkswage	Golf	VGA	100	2.0	4
Diesel; Relabeled. Please include	2015	Volkswage	Volkswage	Golf	VGA	104	2.0	4
	2015	Volkswage	Volkswage	GTI	VGA	1	2.0	4
	2015	Volkswage	Volkswage	GTI	VGA	8	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	98	1.8	4

	2015	Volkswage	Volkswage	Jetta	VGA	97	1.8	4
	2015	Volkswage	Volkswage	Jetta	VGA	93	2.0	4
Diesel;	2015	Volkswage	Volkswage	Jetta	VGA	102	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	99	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	86	2.0	4
Diesel;	2015	Volkswage	Volkswage	Jetta	VGA	105	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	94	2.0	4
Hybrid;	2015	Volkswage	Volkswage	Jetta Hybri	VGA	107	1.4	4
	2015	Volkswage	Volkswage	Passat	VGA	90	1.8	4
	2015	Volkswage	Volkswage	Passat	VGA	88	1.8	4
Diesel;	2015	Volkswage	Volkswage	Passat	VGA	89	2.0	4
Diesel;	2015	Volkswage	Volkswage	Passat	VGA	87	2.0	4
	2015	Volkswage	Volkswage	Passat	VGA	55	3.6	6
	2015	Volkswage	Volkswage	Tiguan	VGA	39	2.0	4
	2015	Volkswage	Volkswage	Tiguan 4M	VGA	38	2.0	4
Diesel;	2015	Volkswage	Volkswage	Touareg	VGA	13	3.0	6
	2015	Volkswage	Volkswage	Touareg	VGA	57	3.6	6
Hybrid;	2015	Volkswage	Volkswage	Touareg H	VGA	106	3.0	6
BEV; AnnuY	2015	Volkswage	Volkswage	e-Golf	VGA	109	0.0	
BEV; AnnuY	2015	Volkswage	Volkswage	e-Golf	VGA	109	0.0	

Transmiss	City FE (G	Hwy FE (C	Comb FE	Low'd City	Low'd HW	Low'd Cor	City Unad	Hwy Unad	Comb Una
Auto(AM-S	23	33	27				28.9000	46.6000	34.8580
Auto(AM-S	31	43	36				41.0359	61.6186	48.2955
Auto(AM-S	24	35	28				30.5000	47.0000	36.2224
Auto(AM-S	23	32	26				29.0000	44.2000	34.3094
Auto(AM-S	24	33	27				30.0000	44.6000	35.1828
Auto(AV-S	24	32	27				30.3000	44.6000	35.4089
Auto(S8)	21	30	25				27.1000	42.2000	32.3011
Manual(M	22	32	26				27.5555	43.9180	33.1059
Auto(S8)	21	29	24				26.4000	41.0000	31.4377
Auto(S8)	21	30	25				27.1000	42.2000	32.3011
Manual(M	22	32	26				27.5555	43.9180	33.1059
Auto(AV-S	25	33	28				31.4000	46.9000	36.8857
Auto(S8)	20	29	23				24.8000	40.5000	30.0404
Auto(S8)	18	27	22				23.1369	38.1000	28.1037
Auto(S8)	24	38	29				30.6987	52.4000	37.7304
Auto(S8)	18	28	21				23.0447	37.6000	27.9059
Auto(S8)	24	38	29				30.6987	52.4000	37.7304
Auto(S8)	19	29	22				23.5657	39.6000	28.8162
Auto(S8)	18	30	22				22.5929	39.4000	27.9601
Auto(S8)	24	36	28				29.9399	51.4000	36.8664
Auto(S8)	19	29	22				23.5657	39.6000	28.8162
Auto(S8)	18	29	22				22.2780	39.1000	27.6266
Auto(S8)	14	22	17				17.2000	28.6000	20.9595
Auto(S8)	21	28	24				26.7000	39.2000	31.1732
Auto(S6)	20	29	23				24.8499	40.0000	29.9555
Auto(S6)	20	28	23				24.8000	38.5000	29.5284
Auto(S8)	20	28	23				24.8000	38.6000	29.5548
Auto(S8)	18	26	21				22.8446	35.5000	27.2096
Auto(S8)	24	31	27				29.1832	43.5000	34.2568
Auto(S8)	24	30	26				30.4000	39.9000	34.0480
Auto(S8)	19	28	22				22.8000	39.1000	28.0649
Auto(S8)	16	22	18				19.4000	30.0000	23.0678
Auto(AM-S	14	23	17				16.4549	29.7195	20.5904
Manual(M	11	20	14				13.6544	24.3877	17.0265
Auto(AM-S	13	22	16				15.4000	28.8067	19.4796
Manual(M	12	19	14				13.7000	23.4475	16.8527
Auto(AM-S	14	23	17				16.4549	29.7195	20.5904
Manual(M	11	20	14				13.6544	24.3877	17.0265
Auto(AM-S	13	22	16				15.4000	28.8067	19.4796
Manual(M	12	19	14				13.7000	23.4475	16.8527
Auto(AM-S	16	23	18				19.1000	30.0000	22.8332
Auto(AM-S	16	22	18				19.2000	28.9000	22.6159
Auto(S8)	15	25	18				17.8763	33.1739	22.5584
Auto(AM-S	23	31	26				28.5000	41.5000	33.1767

vided [600.314-08 states label values must not change for entire model year, except for 600.507(a) and 600.314-0
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Auto(AM-S	18	28	21	22.4000	35.8000	26.9372
Manual(M	17	26	20	20.0000	33.4000	24.4063
Auto(AM-S	18	28	21	22.4000	35.8000	26.9372
Manual(M	17	26	20	20.0000	33.4000	24.4063
Auto(AM-S	18	26	21	22.1000	34.7000	26.4165
Auto(AM-S	17	27	20	20.7366	35.2072	25.4423
Auto(AM-S	17	27	20	20.7366	35.2072	25.4423
Auto(S8)	17	27	20	19.9000	36.4000	24.9995
Auto(S8)	17	24	19	20.8000	32.9000	24.9252
Auto(AM-S	22	31	26	28.3669	42.1911	33.2728
Auto(AM-S	22	31	26	28.3669	42.1911	33.2728
Auto(S8)	15	25	19	19.1000	33.5000	23.6806
Auto(S8)	12	21	15	15.4000	28.3000	19.3741
Auto(S8)	14	24	17	17.3000	31.8000	21.7662
Auto(S8)	12	20	15	14.4000	26.7000	18.1658
Auto(S8)	14	24	17	17.3000	31.8000	21.7662
Auto(S8)	12	20	15	14.4000	26.7000	18.1658
Auto(S8)	11	18	13	12.9000	21.8000	15.8033
Auto(AM-S	8	15	10	10.0000	17.9000	12.4782
Auto(AM-S	11	18	13	12.6000	25.2000	16.2581
Auto(AM-S	10	16	12	11.5000	21.2000	14.4817
Auto(AM-S	14	20	16	16.8000	25.5000	19.8471
Auto(AM-S	11	17	13	12.5000	22.7000	15.6681
Auto(S6)	25	33	28	31.8064	46.0926	36.9616
Manual(M	24	33	27	30.3689	46.0618	35.8679
Auto(AM-S	24	30	26	29.1689	42.3558	33.9213
Auto(AM-S	31	41	34	40.2000	57.8000	46.5830
Manual(M	23	31	26	27.7589	43.4112	33.1352
Manual(M	31	41	34	40.0000	57.8000	46.4350
Auto(S6)	24	32	27	30.6903	45.4713	35.9488
Auto(AM-S	23	29	25	28.8902	40.8000	33.2591
Auto(AM-S	30	40	34	39.7000	56.5000	45.8327
Manual(M	23	31	26	27.7589	43.4112	33.1352
Manual(M	30	40	34	38.7000	57.2000	45.2919
Auto(AM-S	22	31	25	26.9290	42.1849	32.1632
Manual(M	21	32	25	25.6435	43.4548	31.4431
Auto(S6)	17	25	20	20.5000	33.5000	24.8373
Auto(AM-S	22	30	25	27.5000	41.5000	32.4219
Auto(S6)	25	36	29	32.5000	51.1000	38.8661
Manual(M	25	37	30	32.6000	52.5000	39.3042
Auto(AM-S	31	43	36	41.0359	61.6186	48.2955
Manual(M	30	45	36	39.9000	64.3000	48.1668
Auto(AM-S	25	33	28	30.7000	45.3000	35.9078
Manual(M	25	34	28	30.0000	46.4000	35.6740
Auto(S6)	25	37	30	32.7401	52.6000	39.4414

dy provided). [600.314-08 states label values must not change for entire model year except for 600.507(a) and 600

Manual(M	25	37	29	32.3787	52.4790	39.1216
Auto(AM-S	24	32	27	29.5595	44.4600	34.8093
Auto(AM-S	31	45	36	41.3000	64.1000	49.1703
Auto(S6)	23	34	26	28.7000	47.5000	34.9193
Manual(M	25	34	28	29.3000	49.6000	35.9145
Manual(M	31	46	36	40.2000	65.6000	48.6823
Manual(M	23	33	26	28.2801	45.1600	33.9987
Auto(AM-S	42	48	45	57.5000	65.3000	60.7663
Auto(S6)	24	36	28	31.2000	50.5769	37.6995
Manual(M	24	35	28	30.9734	49.8831	37.3437
Auto(AM-S	30	42	34	38.7000	59.9000	46.0312
Manual(M	30	44	35	39.0000	62.4000	46.9173
Auto(AM-S	20	28	23	23.9000	37.3000	28.5088
Auto(S6)	21	26	23	25.9873	36.0386	29.7169
Auto(S6)	20	26	23	25.7711	36.0238	29.5565
Auto(S8)	20	29	23	24.1000	41.0000	29.5883
Auto(S8)	17	23	19	21.3000	31.6000	24.9612
Auto(S8)	20	24	21	25.1000	33.1000	28.1631
Auto(A1)	125	165	145	179.0000	150.2000	164.8000
Auto(A1)	27	32	29	18.8274	22.4370	20.4517

ery packs exceed 4; please list battery packs, not cells; Error-- combined unadjusted FE more than 0.0001 difference

ery packs exceed 4; please list battery packs, not cells; Error-- combined unadjusted FE more than 0.0001 difference

City Unrd	Hwy Unrd	Comb Unr	Guzzler?	Air Aspir I	Air Aspira	Trans	Trans Des	Trans, Otl	# Gears
23.4556	33.3421	27.0673		TC	Turbochar	AMS	Automatec		6
31.1996	43.0359	35.6064		TC	Turbochar	AMS	Automatec		6
24.3444	34.5845	28.0867		TC	Turbochar	AMS	Automatec		6
23.3120	31.5429	26.4136		TC	Turbochar	AMS	Automatec		6
24.0818	32.6198	27.2970		TC	Turbochar	AMS	Automatec		6
23.6858	31.6788	26.7189		TC	Turbochar	SCV	Selectable		8
21.5584	30.0427	24.5522		TC	Turbochar	SA	Semi-Auto		8
22.1972	32.0693	25.7665		TC	Turbochar	M	Manual		6
20.8442	29.2228	23.9313		TC	Turbochar	SA	Semi-Auto		8
21.5584	30.0427	24.5522		TC	Turbochar	SA	Semi-Auto		8
22.1972	32.0693	25.7665		TC	Turbochar	M	Manual		6
24.5044	32.5529	27.5721		TC	Turbochar	SCV	Selectable		8
19.6106	28.8603	22.9156		TC	Turbochar	SA	Semi-Auto		8
18.3949	27.2332	21.5408		SC	Supercha	SA	Semi-Auto		8
24.4094	38.0485	29.1042		TC	Turbochar	SA	Semi-Auto		8
18.0028	27.5267	21.3226		SC	Supercha	SA	Semi-Auto		8
24.4094	38.0485	29.1042		TC	Turbochar	SA	Semi-Auto		8
18.6853	29.3211	22.3303		SC	Supercha	SA	Semi-Auto		8
18.2315	29.5343	22.0244		TC	Turbochar	SA	Semi-Auto		8
23.8727	36.3252	28.2271		TC	Turbochar	SA	Semi-Auto		8
18.6853	29.3211	22.3303		SC	Supercha	SA	Semi-Auto		8
17.9485	28.5015	21.5369		TC	Turbochar	SA	Semi-Auto		8
13.8358	21.9706	16.6020	G	NA	Naturally A	SA	Semi-Auto		8
21.0646	27.9892	23.7037		TC	Turbochar	SA	Semi-Auto		8
19.6619	28.5380	22.8617		TC	Turbochar	SA	Semi-Auto		6
19.7028	28.0105	22.7375		TC	Turbochar	SA	Semi-Auto		6
19.6619	27.5771	22.5781		TC	Turbochar	SA	Semi-Auto		8
17.8443	25.5746	20.6536		SC	Supercha	SA	Semi-Auto		8
23.6266	31.3636	26.5783		TC	Turbochar	SA	Semi-Auto		8
24.0075	29.7936	26.3065		TC	Turbochar	SA	Semi-Auto		8
18.7400	27.6200	21.9099		TC	Turbochar	SA	Semi-Auto		8
15.5983	21.6157	17.8322		SC	Supercha	SA	Semi-Auto		8
13.5631	22.5823	16.5348	G	NA	Naturally A	AMS	Automatec		7
11.4565	20.0560	14.1955	G	NA	Naturally A	M	Manual		6
12.9942	22.2057	15.9766	G	NA	Naturally A	AMS	Automatec		7
11.7338	19.4192	14.2763	G	NA	Naturally A	M	Manual		6
13.5631	22.5823	16.5348	G	NA	Naturally A	AMS	Automatec		7
11.4565	20.0560	14.1955	G	NA	Naturally A	M	Manual		6
12.9942	22.2057	15.9766	G	NA	Naturally A	AMS	Automatec		7
11.7338	19.4192	14.2763	G	NA	Naturally A	M	Manual		6
15.7409	23.3075	18.4339		NA	Naturally A	AMS	Automatec		7
15.8793	22.1836	18.2078		NA	Naturally A	AMS	Automatec		7
14.5210	25.1577	17.9525		TC	Turbochar	SA	Semi-Auto		8
23.1833	30.7065	26.0560		TC	Turbochar	AMS	Automatec		6

8(e)(4) reasons: Please revise release date to the effective date when vehicles were relabelled;

8(e)(4) reasons: Please revise release date to the effective date when vehicles were relabelled;

8(e)(4) reasons: Please revise release date to the effective date when vehicles were relabelled;

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18.1170	27.5580	21.4190	SC	Supercharg	AMS	Automatec	7
17.0438	26.0230	20.1767	SC	Supercharg	M	Manual	6
18.1170	27.5580	21.4190	SC	Supercharg	AMS	Automatec	7
17.0438	26.0230	20.1767	SC	Supercharg	M	Manual	6
17.6699	25.9530	20.6333	SC	Supercharg	AMS	Automatec	7
16.7533	26.9042	20.1794	TC	Turbocharg	AMS	Automatec	7
16.7533	26.9042	20.1794	TC	Turbocharg	AMS	Automatec	7
16.5369	26.7008	19.9551	TC	Turbocharg	SA	Semi-Auto	8
16.7285	23.6581	19.2682	SC	Supercharg	SA	Semi-Auto	8
22.3665	31.1759	25.6242	TC	Turbocharg	AMS	Automatec	6
22.3665	31.1759	25.6242	TC	Turbocharg	AMS	Automatec	6
15.2087	25.3816	18.5553	TC	Turbocharg	SA	Semi-Auto	8
12.4737	21.0866	15.2827	G	TC	Turbocharg	SA	Semi-Auto	8
13.8190	23.8488	17.0447	G	TC	Turbocharg	SA	Semi-Auto	8
12.0228	20.0478	14.6643	G	TC	Turbocharg	SA	Semi-Auto	8
13.8190	23.8488	17.0447	G	TC	Turbocharg	SA	Semi-Auto	8
12.0228	20.0478	14.6643	G	TC	Turbocharg	SA	Semi-Auto	8
10.5402	17.7129	12.8889	G	TC	Turbocharg	SA	Semi-Auto	8
8.4232	14.7698	10.4424	G	TC	Turbocharg	AMS	Automatec	7
10.6055	18.4729	13.1199	G	NA	Naturally A	AMS	Automatec	7
9.7957	16.2453	11.9264	G	NA	Naturally A	AMS	Automatec	7
14.0224	20.0427	16.2140	G	NA	Naturally A	AMS	Automatec	7
10.6353	16.9743	12.7836	G	NA	Naturally A	AMS	Automated	7
24.7637	32.6943	27.7980	TC	Turbocharg	SA	Semi-Auto	6
23.7579	32.6943	27.0899	TC	Turbocharg	M	Manual	5
23.6856	29.5929	26.0232	TC	Turbocharg	AMS	Automatec	6
30.6516	40.5292	34.4273	TC	Turbocharg	AMS	Automatec	6
22.6980	30.6082	25.6850	TC	Turbocharg	M	Manual	6
30.5143	40.5292	34.3319	TC	Turbocharg	M	Manual	6
23.9740	32.2876	27.1159	TC	Turbocharg	SA	Semi-Auto	6
22.7135	28.5529	25.0157	TC	Turbocharg	AMS	Automatec	6
30.3081	39.6674	33.9083	TC	Turbocharg	AMS	Automatec	6
22.6980	30.6082	25.6850	TC	Turbocharg	M	Manual	6
29.6183	40.1317	33.5766	TC	Turbocharg	M	Manual	6
21.8993	30.8310	25.1821	TC	Turbocharg	AMS	Automatec	6
20.6665	31.8238	24.5378	TC	Turbocharg	M	Manual	6
16.9415	25.2190	19.8774	NA	Naturally A	SA	Semi-Auto	6
21.7634	30.1121	24.8658	TC	Turbocharg	AMS	Automatec	6
25.2640	36.0643	29.1989	TC	Turbocharg	SA	Semi-Auto	6
25.3353	37.0021	29.5244	TC	Turbocharg	M	Manual	5
31.1996	43.0359	35.6064	TC	Turbocharg	AMS	Automatec	6
30.4450	44.9307	35.6137	TC	Turbocharg	M	Manual	6
24.6434	32.6158	27.6891	TC	Turbocharg	AMS	Automatec	6
24.9095	34.2917	28.4070	TC	Turbocharg	M	Manual	6
25.4066	37.0689	29.5967	TC	Turbocharg	SA	Semi-Auto	6

.31.08(s)(4) assert.] Please revise release date to the effective date when vehicles were relabelled;

25.1926	37.0021	29.4176	TC	Turbochar¡M	Manual	5
23.5744	31.8670	26.7012	TC	Turbochar¡AMS	Automatec	6
31.4045	44.6752	36.2501	TC	Turbochar¡AMS	Automatec	6
22.5269	33.6412	26.4608	NA	Naturally ASA	Semi-Auto	6
24.6629	33.9684	28.1307	NA	Naturally AM	Manual	5
30.6516	45.6549	35.9711	TC	Turbochar¡M	Manual	6
22.8950	32.6159	26.4413	TC	Turbochar¡M	Manual	6
42.0354	48.2310	44.6144	TC	Turbochar¡AMS	Automatec	7
24.3335	35.7288	28.4112	TC	Turbochar¡SA	Semi-Auto	6
24.1899	35.2585	28.1693	TC	Turbochar¡M	Manual	5
29.6183	41.9168	34.1237	TC	Turbochar¡AMS	Automatec	6
29.8256	43.5614	34.7575	TC	Turbochar¡M	Manual	6
19.7174	27.8048	22.6868	NA	Naturally AAMS	Automatec	6
20.5496	25.7855	22.6161	TC	Turbochar¡SA	Semi-Auto	6
20.3807	25.8019	22.5089	TC	Turbochar¡SA	Semi-Auto	6
19.6490	28.9961	22.9829	TC	Turbochar¡SA	Semi-Auto	8
17.0411	22.7325	19.2048	NA	Naturally ASA	Semi-Auto	8
19.8843	23.7762	21.4655	SC	Supercha¡SA	Semi-Auto	8
125.3000	109.1000	115.3000		A	Automatic	1
26.8994	32.0573	29.2205		A	Automatic	1

from our calculation of 164.7818.; Error- for EVs adjusted combined fuel consumption must be 0 and voluntarily incr

from our calculation of 164.7818.; Error- for EVs adjusted combined fuel consumption must be 0 and voluntarily incr

Lockup Tc	Trans Cre	Drive Sys	Drive Des	Primary B	Max Ethar	Max Biodi	Range1 - I	Fuel Usag	Fuel Usag
tomated Ma	nual with	paddles)	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel D	FVGAV02.0	VAL	5		DU	Diesel, ultr
tomated Ma	nual with	paddles)	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
MT with pad	dles)	F	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		422	GP	Gasoline (F
N	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		406	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		422	GP	Gasoline (F
N	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
MT with pad	dles)	F	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAJ03.0	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAV03.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV04.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAV03.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV04.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV06.3	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		406	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		455	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAT02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAT03.0	NU3	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAT03.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV04.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV02.(	15			GP	Gasoline (F

tomated Ma	nual with	paddles)	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
N	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
N	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV04.(	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV02.(	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV02.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV06.(	85	357	GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV06.(	85	357	GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV06.(	85	357	GP	Gasoline (F
Y	N	R	2-Wheel DFVGAV06.8	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV08.(	15		GPR	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV06.5	15		GPR	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV06.5	15		GPR	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV05.2	15		GP	Gasoline (F
tomated Manual with paddles)			All Wheel IFVGAV06.	15		GPR	Gasoline (I
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
N	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
N	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
N	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
tomated Ma	nual with	paddles)	2-Wheel DFVGAJ02.0	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAJ02.0	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV03.(	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
N	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
N	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F

N	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.(	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
Y	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
N	N	F	2-Wheel D	FVGAV02.(	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV01.4	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
N	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
Y	N	F	2-Wheel D	FVGAV03.(	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAJ02.0	15	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	15	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAT03.0NU2	5	DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAT03.(	15	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAT03.(	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV00.0VZZ	83	EL	Electricity
Y	N	F	2-Wheel D	FVGAV00.0VZZ	83	EL	Electricity

eased adjusted combined fuel consumption must be blank--Please revise Verify as needed.

eased adjusted combined fuel consumption must be blank--Please revise Verify as needed.

Fuel Unit	Fuel Unit	Gas Guzz	Gas Guzz	2Dr Pass	2Dr Lugg	4Dr Pass	4Dr Lugg	Htchbk Pa	Htchbk Lu
MPG	miles per ga	Unleaded Recommended)	Not exempt			86	12		
MPG	miles per ga	ulfur (15 ppm maximum)	Not exempt			86	12		
MPG	miles per ga	Unleaded Recommended)	Not exempt	79	10				
MPG	miles per ga	Unleaded Recommended)	Not exempt	79	10				
MPG	miles per ga	Unleaded Recommended)	Not exempt			86	10		
MPG	miles per ga	Unleaded Recommended)	Not exempt			91	12		
MPG	miles per ga	Unleaded Recommended)	Not exempt			91	12		
MPG	miles per ga	Unleaded Recommended)	Not exempt			91	12		
MPG	miles per ga	Unleaded Recommended)	Not exempt	81	10				
MPG	miles per ga	Unleaded Recommended)	Not exempt	84	12				
MPG	miles per ga	Unleaded Recommended)	Not exempt	84	12				
MPG	miles per ga	Unleaded Recommended)	Not exempt			98	16		
MPG	miles per ga	Unleaded Recommended)	Not exempt			98	16		
MPG	miles per ga	Unleaded Recommended)	Not exempt			98	16		
MPG	miles per ga	ulfur (15 ppm maximum)	Not exempt			98	16		
MPG	miles per ga	Unleaded Recommended)	Not exempt					94	25
MPG	miles per ga	ulfur (15 ppm maximum)	Not exempt					94	25
MPG	miles per ga	Unleaded Recommended)	Not exempt			100	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			100	15		
MPG	miles per ga	ulfur (15 ppm maximum)	Not exempt			107	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			107	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			107	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			107	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			90	28		
MPG	miles per ga	Unleaded Recommended)	Not exempt					84	17
MPG	miles per ga	Unleaded Recommended)	Not exempt					84	17
MPG	miles per ga	Unleaded Recommended)	Truck						
MPG	miles per ga	Unleaded Recommended)	Truck						
MPG	miles per ga	ulfur (15 ppm maximum)	Truck						
MPG	miles per ga	Unleaded Recommended)	Truck						
MPG	miles per ga	ulfur (15 ppm maximum)	Truck						
MPG	miles per ga	Unleaded Recommended)	Truck						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt	84	13				
MPG	miles per ga	Unleaded Recommended)	Not exempt	81	10				
MPG	miles per ga	Unleaded Recommended)	Not exempt					94	25
MPG	miles per ga	Unleaded Recommended)	Not exempt			86	10		

Unleaded Recommended)	MPG	miles per gal	Not exempt			90	13	
Unleaded Recommended)	MPG	miles per gal	Not exempt			90	13	
Unleaded Recommended)	MPG	miles per gal	Not exempt	84	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	84	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	81	10			
Unleaded Recommended)	MPG	miles per gal	Not exempt			98	16	
Unleaded Recommended)	MPG	miles per gal	Not exempt					94 25
Unleaded Recommended)	MPG	miles per gal	Not exempt			100	15	
Unleaded Recommended)	MPG	miles per gal	Truck					
Unleaded Recommended)	MPG	miles per gal	Not exempt	74	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt					
Unleaded Recommended)	MPG	miles per gal	Not exempt	89	11			
Unleaded Recommended)	MPG	miles per gal	Not exempt	89	11			
Unleaded Recommended)	MPG	miles per gal	Not exempt	86	7			
Unleaded Recommended)	MPG	miles per gal	Not exempt	86	7			
Unleaded Recommended)	MPG	miles per gal	Not exempt	102	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	102	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt			101	11	
Unleaded Required)	MPG	miles per gal	Not exempt					
Unleaded Required)	MPG	miles per gal	Not exempt					
Unleaded Required)	MPG	miles per gal	Not exempt					
Unleaded Recommended)	MPG	miles per gal	Not exempt					
Unleaded Required)	MPG	miles per gal	Not exempt					
Unleaded Recommended)	MPG	miles per gal	Not exempt					85 15
Unleaded Recommended)	MPG	miles per gal	Not exempt					85 15
Unleaded Recommended)	MPG	miles per gal	Not exempt					85 15
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt					85 15
Unleaded Recommended)	MPG	miles per gal	Not exempt					85 15
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt					85 15
Unleaded Recommended)	MPG	miles per gal	Not exempt	81	7			
Unleaded Recommended)	MPG	miles per gal	Not exempt	81	7			
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt	81	7			
Unleaded Recommended)	MPG	miles per gal	Not exempt	81	7			
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt	81	7			
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	77	11			
Unleaded Recommended)	MPG	miles per gal	Not exempt					93 16
Unleaded Recommended)	MPG	miles per gal	Not exempt					93 16
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt					93 16
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt					93 16
Unleaded Recommended)	MPG	miles per gal	Not exempt					93 16
Unleaded Recommended)	MPG	miles per gal	Not exempt					93 16
Unleaded Recommended)	MPG	miles per gal	Not exempt			94	16	

MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	ulfur (15 ppm maximum)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	ulfur (15 ppm maximum)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	102	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	102	16	
MPG	miles per gN	ulfur (15 ppm maximum)	Not exempt	102	16	
MPG	miles per gN	ulfur (15 ppm maximum)	Not exempt	102	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	102	16	
MPG	miles per gT	Unleaded Recommended)	Truck			
MPG	miles per gT	Unleaded Recommended)	Truck			
MPG	miles per gT	ulfur (15 ppm maximum)	Truck			
MPG	miles per gT	Unleaded Recommended)	Truck			
MPG	miles per gT	Unleaded Recommended)	Truck			
MPG	miles per gN		Not exempt		91	17
KW-HR/10	kilowatt-hoN		Not exempt		91	17

Annual Fu	EPA Calcu	Comment	City2 FE (U	Hwy2 Fue	Comb2 Fu	Low'd City	Low'd Hw	Low'd Cor	City2 Una
2100	2100	corrected fuel unit price, engine configuration number changed to #1 for 1.8L engine code CN							
1550	1550	hwy label value correction, Bio-Diesel Max 5%							
2050	2050	refresh release date, corrected interior volumes, fuel unit price correction, engine configurati							
2200	2200	refreshed release date, interior volume corrected, engine configuration changed to #2 for 2.0							
2100	2100	carline interior volumes corrected from 2 door to 4 door, engine configuration number chang							
2100	2100								
2300	2300	manuf con	15	22	18				19.5
2200	2200								
2400	2400	eng code c	15	21	17				19
2300	2300	manuf con	15	22	18				19.5
2200	2200								
2050	2050								
2500	2500								
2600	2600								
1950	1950								
2700	2700								
1950	1950								
2600	2600								
2600	2600								
2000	2000								
2600	2600								
2600	2600	FUEL AND GHG RATING CORRECTED TO 5							
3350	3350	5-yr fuel cost corrected							
2400	2400	manuf con	15	21	17				19.2
2500	2500	Corrected CO2 typos, corrected round error for highway rounded adjusted CO2 value							
2500	2500	Eng division correction							
2500	2500		14	19	16				17.4
2700	2700	5yr fuel cost corrected							
2100	2100	Corrected unrounded unadjusted highway and combined CO2 values							
2200	2200	corrected stop/start indicator, zero set for 5-yr fuel saved instead of zero for spending							
2550	2550								
3150	3150	corrected highway CO2 adj value							
3350	3350								
4050	4050								
3550	3550								
4050	4050								
3350	3350								
4050	4050								
3550	3550								
4050	4050								
3150	3150								
3150	3150								
3150	3150	Relabel, 50/50 weighting of best and worse (D&S) testing							
2200	2200	5yr fuel savings set to zero instead of spending							

2700	2700				
2850	2850				
2700	2700				
2850	2850				
2700	2700				
2850	2850	maximum ethanol corrected			
2850	2850	maximum ethanol corrected			
2850	2850	S/S indicator to yes, back to NO.			
3000	3000				
2200	2200	changed engine configuration number after Verify reassigned numbers on CSI after addition o			
2200	2200	changed engine configuration number after Verify reassigned numbers on CSI after addition o			
3000	3000	release date change to March			
3800	3800	9	15	11	10.5
3350	3350	data substitution corrected to no for eng code CYCA, release date change to March			
3800	3800	9	15	11	10.5
3350	3350	release date change to March			
3800	3800	9	15	11	10.5
4400	4400				
5700	5700	eng code correction			
4400	4400				
4750	4750				
3550	3550	Release date change			
4400	4400	corrected carline to Veneno Roadster 477			
1900	1900				
1950	1950	corrected combined unrounded unadj value			
2200	2200	corrected combined unadjusted unrounded value type			
1650	1650	Bio-Diesel Max 5% correction			
2200	2200				
1650	1650	Bio-Diesel Max 5% correction			
1950	1950				
2300	2300				
1650	1650	Bio-Diesel Max 5% correction			
2200	2200				
1650	1650	Bio-Diesel Max 5% correction			
2300	2300				
2300	2300				
2850	2850				
2300	2300				
1800	1800				
1750	1750				
1550	1550	hwy label value corrected, Bio-Diesel Max 5%			
1550	1550	relabel with EPA confirmatory tests, Bio-Diesel Max 5%			
2050	2050	SMOG corrected to 9 as this is a nationwide Tier 2 BIN 2 and Calif PZEV.....engine code correc			
2050	2050	engine code correction to 211 hp code			
1750	1750				

1800	1800 fuel consumption and CO2 unadj unrounded corrected, max Ethanol to 15%
2100	2100 5 yr fuel savings corrected
1550	1550 release date change, Bio-Diesel Max 5% correction
2000	2000
1900	1900
1550	1550 Bio-Diesel Max 5% correction
2200	2200
1250	1250 Start/stop indicator corrected to yes
1900	1900 rounded adjusted highway CO2 rounding error corrected
1900	1900
1650	1650 EPA confirmatory tests numbers for city highway US06 now included, no label value changes,
1600	1600 corrected CO2 values and annual fuel cost corrected, Bio-Diesel Max 5% correction
2500	2500
2500	2500 max Ethanol set to 15%
2500	2500
2450	2450 corrected fuel economy rating to 5
3000	3000
2700	2700 S/S set to yes
550	500 trans type corrected on CSI to rid warnings on label
550	500 trans type corrected on CSI to rid warnings on label

Hwy2 Unit	Comb2	CO2	Hwy2	Unrd	Comb2	Unrd	Range2 -	Fuel2 Usa	Fuel2 Usa	Fuel2 Unit	Fuel2 Unit

SB.

on changed to #1 for 1.8L engine code CNSB
L engine code CNTC.
ed to #2 for 2.0L engine code CNTC, GHG rating corrected

30.8	23.356	15.3563	21.9111	17.7451	304	E	Ethanol (E	MPG	miles per g
30	22.7545	15.0024	21.384	17.3296	287	E	Ethanol (E	MPG	miles per g
30.8	23.356	15.3563	21.9111	17.7451	304	E	Ethanol (E	MPG	miles per g
28.8	22.5882	15.1507	20.5603	17.1855	287	E	Ethanol (E	MPG	miles per g
27.1	20.7407	13.7947	19.3602	15.8444	317	E	Ethanol (E	MPG	miles per g

f a model running change, this label includes two engine configuration numbers: #2 for engine code CETA and # 4 f
f a model running change, this label includes two engine configuration numbers: #2 for engine code CETA and # 4 f

20.8	13.5107	8.8115	15.1054	10.8449	262	E	Ethanol (E	MPG miles per g
20.5	13.4531	8.6127	14.7094	10.5874	262	E	Ethanol (E	MPG miles per g
20.5	13.4531	8.6127	14.7094	10.5874	262	E	Ethanol (E	MPG miles per g

ted

EPA reprocessed their confirmatory city and highway tests - corrected unrounded MPG results entered, Bio-Diesel

Alternative Fuel Fuel2 AltmCity CO2	Hwy CO2	Comb CO2	Fuel2 EPA	Descriptor	Intake Val	Exhaust V	Carline Cl	Carline Cl
				SIDI;	2	23		Subcompa
					2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI;	2	24		Compact C
2600	400	281	347	2600	SIDI; Unde	2	24	Compact C
				SIDI;	2	24		Compact C
2750	410	288	355	2750	SIDI; Unde	2	23	Subcompa
2600	400	281	347	2600	SIDI; Unde	2	23	Subcompa
				SIDI;	2	23		Subcompa
				SIDI;	2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
					2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
					2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
					2	26		Large Cars
				SIDI;	2	26		Large Cars
				SIDI;	2	26		Large Cars
				SIDI;	2	26		Large Cars
2750	406	300	358	2750	SIDI; FFV;	2	27	Small Stati
				SIDI;	2	24		Compact C
				SIDI;	2	24		Compact C
2900	450	320	392	2900	SIDI; FFV;	2	231	Small SUV 4WD
				SIDI;	2	231		Small SUV 4WD
					2	231		Small SUV 4WD
				SIDI;	2	231		Small SUV 4WD
					2	233		Standard SUV 4W
				SIDI;	2	233		Standard SUV 4W
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI; Unde	2	25		Midsize Ca
				SIDI;	2	23		Subcompa

					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	23	Subcompa
					SIDI;	2	23	Subcompa
					SIDI;	2	23	Subcompa
					SIDI;	2	25	Midsize Ca
					SIDI;	2	25	Midsize Ca
					SIDI;	2	25	Midsize Ca
					SIDI;	2	231	Small SUV 4WD
or engine code CDMA and all TT models.					SIDI;	2	23	Subcompa
or engine code CDMA and all TT models.					SIDI;	2	21	Two Seate
					SIDI;	2	24	Compact C
4250	711	410	576	4250	FFV;	2	24	Compact C
					SIDI;	2	23	Subcompa
4250	726	421	589	4250	FFV;	2	23	Subcompa
					SIDI;	2	25	Midsize Ca
4250	726	421	589	4250	FFV;	2	25	Midsize Ca
						1	15	Midsize Ca
						2	21	Two Seate
						2	21	Two Seate
						2	21	Two Seate
					SIDI & PFI;	2	21	Two Seate
						2	21	Two Seate
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
						2	24	Compact C
					SIDI;	2	24	Compact C
						2	24	Compact C
					SIDI;	2	23	Subcompa
					SIDI;	2	23	Subcompa
						2	23	Subcompa
					SIDI;	2	23	Subcompa
						2	23	Subcompa
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	23	Subcompa
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
						2	24	Compact C
					Under EPA	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C

	SIDI;	2	24	Compact C
	SIDI;	2	24	Compact C
		2	24	Compact C
		1	14	Compact C
		1	14	Compact C
		2	24	Compact C
	SIDI;	2	24	Compact C
	SIDI;	2	24	Compact C
	SIDI;	2	25	Midsize Ca
	SIDI;	2	25	Midsize Ca
Max 5% correction		2	25	Midsize Ca
		2	25	Midsize Ca
	SIDI;	2	25	Midsize Ca
	SIDI;	2	230	Small SUV 2WD
	SIDI;	2	231	Small SUV 4WD
		2	233	Standard SUV 4W
	SIDI;	2	233	Standard SUV 4W
	SIDI;	2	233	Standard SUV 4W
			4	Compact C
			4	Compact C

SC	Car/Truck	Calc Appr	Sales Release D	EPA FE Label Dataset	Unique La	Label Rec	Relabel	Relabel D
	car	Vehicle Specific 5-cycle	2/25/2014	16011	N	N		
	car	Derived 5-cycle label	7/28/2014	16973	N	N		
	car	Vehicle Specific 5-cycle	6/2/2014	16013	N	N		
	car	Vehicle Specific 5-cycle	6/2/2014	16012	N	N		
	car	Vehicle Specific 5-cycle	1/15/2014	16197	N	N		
	car	Derived 5-cycle label	6/9/2014	15670	N	N		
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined;	car	Derived 5-cycle label	7/25/2014	16780	N	Y	RL	Relabel; la
	car	Vehicle Specific 5-cycle	6/9/2014	15675	N	N		
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined;	car	Derived 5-cycle label	8/22/2014	16989	N	Y	RH	Relabel; la
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined;	car	Derived 5-cycle label	7/25/2014	16782	N	Y	RL	Relabel; la
	car	Vehicle Specific 5-cycle	6/9/2014	15676	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15673	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15674	N	N		
	car	Derived 5-cycle label	6/9/2014	16062	N	N		
	car	Vehicle Specific 5-cycle	6/10/2014	15458	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	16061	N	N		
	car	Vehicle Specific 5-cycle	6/10/2014	15459	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15647	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15385	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15456	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15648	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15386	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	16699	N	N		
ons	car	Derived 5-cycle label	6/9/2014	16637	N	N		
	car	Derived 5-cycle label	8/4/2014	16057	N	N		
	car	Vehicle Specific 5-cycle	8/4/2014	15650	N	N		
		Derived 5-cycle label	6/9/2014	16034	N	N		
		Vehicle Specific 5-cycle	6/9/2014	16700	N	N		
		Vehicle Specific 5-cycle	6/10/2014	15460	N	N		
		Vehicle Specific 5-cycle	6/9/2014	16701	N	N		
	D	Vehicle Specific 5-cycle	6/2/2014	15408	N	N		
	D	Derived 5-cycle label	6/9/2014	15711	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15493	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15497	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15601	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15598	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15492	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15496	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15600	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15597	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15589	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15590	N	N		
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined;	car	Vehicle Specific 5-cycle	7/28/2014	16705	N	Y	RL	Relabel; la
	car	Vehicle Specific 5-cycle	8/4/2014	16702	N	N		

car	Vehicle Specific 5-cycle label	6/9/2014	16064	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	6/9/2014	16067		N	N	
car	Vehicle Specific 5-cycle label	6/9/2014	16065		N	N	
car	Vehicle Specific 5-cycle label	6/9/2014	16068		N	N	
car	Vehicle Specific 5-cycle label	6/9/2014	16066		N	N	
car	Vehicle Specific 5-cycle label	6/2/2014	15576		N	N	
car	Vehicle Specific 5-cycle label	6/2/2014	15575		N	N	
car	Vehicle Specific 5-cycle label	5/15/2014	15400		N	N	
	Vehicle Specific 5-cycle label	6/9/2014	16059		N	N	
car	Vehicle Specific 5-cycle label	1/15/2014	16014		N	N	
car	Vehicle Specific 5-cycle label	1/15/2014	16015		N	N	
car	Vehicle Specific 5-cycle label	3/28/2014	15558		N	N	
car	Vehicle Specific 5-cycle label	5/15/2014	15654		N	N	
car	Vehicle Specific 5-cycle label	3/28/2014	15557		N	N	
car	Vehicle Specific 5-cycle label	5/15/2014	15661		N	N	
car	Vehicle Specific 5-cycle label	3/28/2014	15559		N	N	
car	Vehicle Specific 5-cycle label	5/15/2014	15659		N	N	
car	Vehicle Specific 5-cycle label	5/1/2014	15737		N	N	
car	Vehicle Specific 5-cycle label	5/23/2014	15692		N	N	
car	Vehicle Specific 5-cycle label	7/4/2014	15678		N	N	
car	Vehicle Specific 5-cycle label	7/4/2014	15681		N	N	
car	Vehicle Specific 5-cycle label	5/12/2014	15599		N	N	
car	Vehicle Specific 5-cycle label	7/4/2014	16523		N	N	
car	Derived 5-cycle label	7/28/2014	16085		N	N	
car	Derived 5-cycle label	7/28/2014	16169		N	N	
car	Vehicle Specific 5-cycle label	7/28/2014	16170		N	N	
car	Derived 5-cycle label	8/25/2014	16979		N	N	
car	Vehicle Specific 5-cycle label	7/28/2014	16092		N	N	
car	Derived 5-cycle label	8/25/2014	16981		N	N	
car	Derived 5-cycle label	7/28/2014	16086		N	N	
car	Vehicle Specific 5-cycle label	7/28/2014	16088		N	N	
car	Derived 5-cycle label	8/25/2014	16978		N	N	
car	Vehicle Specific 5-cycle label	7/28/2014	16093		N	N	
car	Derived 5-cycle label	8/25/2014	16980		N	N	
car	Vehicle Specific 5-cycle label	7/14/2014	15689		N	N	
car	Vehicle Specific 5-cycle label	7/14/2014	15690		N	N	
car	Vehicle Specific 5-cycle label	7/14/2014	15687		N	N	
car	Vehicle Specific 5-cycle label	7/14/2014	15602		N	N	
car	Derived 5-cycle label	7/28/2014	16492		N	N	
car	Derived 5-cycle label	7/28/2014	16198		N	N	
car	Derived 5-cycle label	7/28/2014	16974		N	N	
car	Derived 5-cycle label	8/8/2014	16572		N	RL	Relabel - la
car	Vehicle Specific 5-cycle label	4/1/2014	16903		N	N	
car	Vehicle Specific 5-cycle label	4/1/2014	16904		N	N	
car	Derived 5-cycle label	8/25/2014	16429		N	N	

nomy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined.

car	Derived 5-cycle label	8/25/2014	17017	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16703	N	N
car	Derived 5-cycle label	8/4/2014	16976	N	N
car	Derived 5-cycle label	8/25/2014	16450	N	N
car	Vehicle Specific 5-cycle label	8/25/2014	16222	N	N
car	Derived 5-cycle label	7/28/2014	16977	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16381	N	N
car	Derived Vehicle Specific 5-cycle	8/26/2014	17131	N	N
car	Derived 5-cycle label	7/14/2014	16393	N	N
car	Derived 5-cycle label	7/14/2014	16273	N	N
car	Derived 5-cycle label	7/14/2014	16982	N	N
car	Derived 5-cycle label	7/28/2014	16983	N	N
car	Vehicle Specific 5-cycle label	5/26/2014	15686	N	N
	Derived 5-cycle label	7/14/2014	17018	N	N
	Derived 5-cycle label	7/14/2014	15611	N	N
D	Vehicle Specific 5-cycle label	9/15/2014	15417	N	N
D	Derived 5-cycle label	8/1/2014	15688	N	N
D	Derived 5-cycle label	9/15/2014	16838	N	N
car	Electric Vehicle 2-cycle label	11/6/2014	17235	N	N
car	Electric Vehicle 2-cycle label	11/6/2014	17235	N	N

Suppress	Police/Em	Comment	Cyl Deact	Cyl Deact	Var Valve	Var Valve	Var Valve	Var Valve	Energy St
N	N	1.8L Engin	N		Y	CONTINUC	N		
N	N	Engine Coc	N		N	N			
N	N	1.8L Engin	N		Y	CONTINUC	N		
N	N	2.0L Engin	N		Y	CONTINUC	Y	Audi Valve	
N	N	2.0L Engin	N		Y	CONTINUC	Y	Audi Valve	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
ne decreased	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
ne increased	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
ne decreased	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	Y	Deactivatic	Y	Continuou	Y	Multi-lobe	
N	N	N			N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	Y	Deactivatic	Y	Continuou	Y	Multi-lobe	
N	N	Engine Coc	Y	12 to 6 cyli	Y	Intake and	N		
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	Battery(s)
N	N	Engine cod	N		N	N			
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	Engine Coc	N		Y	Continuou	N		
N	N	Engine Coc	N		Y	Continuou	N		
ne decreased	N	Engine Coc	Y	Deactivatic	Y	Continuou	Y	Multi-lobe	
N	N	Engine Coc	N		Y	CONTINUC	Y	Audi Valve	

N	N	Engine Coc	N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc	N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc	N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc	N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc	N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc	Y	Deactivatic	Y Continuou	Y Multi-lobe
N	N	Engine Coc	Y	Deactivatic	Y Continuou	Y Multi-lobe
N	N	Engine Coc	Y	Deactivatic	Y Continuou	Y Multi-lobe
N	N	Engine Coc	N	Y	CONTINUCY	AUDI VALV
N	N	Generatior	N	Y	CONTINUCY	AUDI VALV
N	N	Generatior	N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc	Y	Deactivatic	Y Continuou	Y Multi-lobe
N	N	Engine Coc	N	Y	INLET AND	N
N	N	Engine Coc	Y	Deactivatic	Y Continuou	Y Multi-lobe
N	N	Engine Coc	N	Y	INLET AND	N
N	N	Engine Coc	Y	Deactivatic	Y Continuou	Y Multi-lobe
N	N	Engine Coc	N	Y	INLET AND	N
N	N	Y		Cylinder d	Y Variation c	N
N	N	Engine Coc	N	Y	INLET AND	N
N	N	Engine Coc	Y	ELECTRON	Y HYDRAULI	N
N	N	Engine Coc	Y	ELECTRON	Y HYDRAULI	N
N	N	ENGINE CC	N	Y	INLET AND	N
N	N	Engine Co	Y	ELECTRO	Y HYDRAUL	N
N	N	Engine Coc	N	Y	MECANICA	N
N	N	Engine Coc	N	Y	MECANICA	N
N	N	Engine Coc	N	Y	MECANICA	N
N	N	Engine Coc	N	N	N	
N	N	Engine Coc	N	Y	MECANICA	N
N	N	Engine Coc	N	N	N	
N	N	Engine Coc	N	Y	MECANICA	N
N	N	Engine Coc	N	Y	MECANICA	N
N	N	Engine Coc	N	N	N	
N	N	Engine Coc	N	Y	MECANICA	N
N	N	Engine Coc	N	N	N	
N	N	N		Y	position of	N
N	N	N		Y	position of	N
N	N	N		Y	position of	N
N	N	N		Y	CONTINUC	N
N	N	1.8L Engin	N	Y	CONTINUC	N
N	N	1.8L Engin	N	Y	CONTINUC	N
N	N	Engine Coc	N	N	N	
N	N	Engine Coc	N	N	N	
N	N	2.0L Engin	N	Y	CONTINUCY	Audi Valve
N	N	2.0L Engin	N	Y	CONTINUCY	Audi Valve
N	N	Engine Coc	N	Y	MECANICA	N

N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	Y	MECANICA	N	
N	N		N	Y	MECANICA	N	Battery(s)
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	N		N	
N	N	Engine cod	N	Y	Electronic	N	
N	N		N	Y	position of	N	
N	N		N	Y	position of	N	
N	N	Engine Coc	N	N		N	
N	N		N	Y	INTAKE / E	N	
N	N	V6 CYLIND	N	Y	MECANICA	N	Battery(s)
N	N						Battery(s)
N	N						Battery(s)

each for Highway label

evice Desc	# Batteries	Battery Ty	Battery Ty	Total Volt	Batt Ener	Batt Spec	Batt Char	Comment	# Capacito
Energy St									

onv.

alves is a valve lift of zero (all valves closed), but fuel injection and ignition are activated as described

alves is a valve lift of zero (all valves closed), but fuel injection and ignition are activated as described

tolled and hydraulically adjusted.

	1	Lithium Ior	266	5.00	37.0	On-Board

EMENT
EMENT
ECHANICAL-HYDRAULIC
ECHANICAL-HYDRAULIC
EMENT
EMENT
ECHANICAL-HYDRAULIC
ECHANICAL-HYDRAULIC

alves is a valve lift of zero (all valves closed), but fuel injection and ignition are activated as described

valves only

alves on a single camshaft. No change in valve overlaps.
C (4 CAMS (2 INTAKE)
ONTINUOUSLY VVT
ONTINUOUSLY VVT
ECHANICAL-HYDRAULIC
VALVED CONTROL
AMS
AMS
AMS
onv.
AMS
onv.
AMS
AMS
onv.
AMS
onv.
controlled and hydraulically adjusted
controlled and hydraulically adjusted
controlled and hydraulically adjusted

onv.
onv.

AMS

AMS					
AMS					
onv.					
onv.					
AMS					
ND OUTLET CAMS	1	Lithium Ior	220	5.00	27.0 On-Board
AMS					
AMS					
onv.					
onv.					
controlled and hydraulically adjusted					
controlled and hydraulically adjusted					
LICALLY AND CONTROLLED ELECTRONICALLY					
AMS	1	NiMH	288	6.00	21.5 On-Board
	27	Lithium Ion	361	75.00	76.2 Off-Board
	27	Lithium Ion	361	75.00	76.2 Off-Board

Regen Bra	Regen Bra	Regen Bra	Driver Cnt	Fuel Cell I	Usable H2	Fuel Cell (	HEV-EV C	# Drive M	Motor Ger
ed above 3									
ed above 3									
Electrical R		Both	Y					1	AC Inducti
ed above 3									

rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km
est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km
est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

Electrical R	BRAKE PEL	Front Whe	Y	1 Other
Other	BRAKE PEL	Both	N	1 Other
Electrical F		Front Whe	Y	1 Other
Electrical F		Front Whe	Y	1 Other

Motor Ger	Rated Mot	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Cell V	Off Board	Camless V	Oil Viscosi
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
h				GDI	Spark Ignit			N	5W30 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
h				GDI	Spark Ignit			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit	N		N	5W40
				GDI	Spark Ignit	N		N	5W40
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W30 VW
		40		GDI	Spark Ignit	N	N	N	5W40 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	5W30 VW
				GDI	Spark Ignit			N	5W30 VW
h				GDI	Spark Ignit			N	5W30 VW
				GDI	Spark Ignit	N		N	5W40

		GDI	Spark Ignit	N	5W40 VW
		GDI	Spark Ignit	N	5W40 VW
		GDI	Spark Ignit	N	5W40 VW
		GDI	Spark Ignit	N	5W40 VW
		GDI	Spark Ignit	N	5W40 VW
h		GDI	Spark Ignit	N	5W30 VW
h		GDI	Spark Ignit	N	5W30 VW
h		GDI	Spark Ignit	N	5W30 VW
		GDI	Spark Ignit	N	5W40 VW
		GDI	Spark Ignit N	N	5W40
		GDI	Spark Ignit N	N	5W40
h		GDI	Spark Ignit	N	5W30 VW
		MFI	Multipoint N	N	5W30 VW
h		GDI	Spark Ignit	N	5W30 VW
		MFI	Multipoint N	N	5W30 VW
h		GDI	Spark Ignit	N	5W30 VW
		MFI	Multipoint N	N	5W30 VW
		MFI	Multipoint	N	0W40 / VV
		MFI	Multipoint	N	10W60 VW
		MFI	Multipoint	N	5W30 VW
		MFI	Multipoint	N	5W30 VW
		GDPI	Spark Ignit	N	5W30 VW
		MFI	Multipoint/S	N	5W30 VW
		GDI	Spark Ignit	N	5W40 VW
		GDI	Spark Ignit	N	5W40 VW
		GDI	Spark Ignit	N	5W40 VW
		CRDI	Common R	N	5W40 VW
		GDI	Spark Ignit	N	5W40 VW
		CRDI	Common R	N	5W40 VW
		GDI	Spark Ignit	N	5W40 VW
		GDI	Spark Ignit	N	5W40 VW
		CRDI	Common R	N	5W40 VW
		GDI	Spark Ignit	N	5W40 VW
		CRDI	Common R	N	5W40 VW
		GDI	Spark Ignit	N	5W40 VW
		GDI	Spark Ignit	N	5W40 VW
		GDI	Spark Ignit	N	5W-40 VW
		GDI	Spark Ignit	N	5W40 / VV
		GDI	Spark Ignit	N	5W40 VW
		GDI	Spark Ignit	N	5W40 VW
		CRDI	Common R	N	5W40 VW
		CRDI	Common R	N	5W40 VW
		GDI	Spark Ignit	N	5W40 VW
		GDI	Spark Ignit	N	5W40 VW
		GDI	Spark Ignit	N	5W40 VW

		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		MFI	Multipoint			N	5W40 VW
		MFI	Multipoint			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
3 PHASE PI	28	GDI	Spark Ignit	N	N	N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		CRDI	Common R			N	5W30 VW
		GDI	Spark Ignit			N	5W40 VW
3 PHASE CI	34	GDI	Spark Ignit	N	N	N	5W40 VW
Synchron I	85			N	Y		
Synchron I	85			N	Y		

Stop/Start	Stop/Start	Trans in FE	Trans as I	Model Typ	Charge De	Charge De	Charge Su	Charge Su	EPA Calcul
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AV-S	Auto(AV-S						
N	No	Auto(S8)	Auto(S8)						
N	No	Manual(M	Manual(M						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Manual(M	Manual(M						
N	No	Auto(AV-S	Auto(AV-S	Audi A6 C\					
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)	Audi A6 qu					
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y 50700	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y 50700	Yes	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S6)	Auto(S6)						
N	No	Auto(S6)	Auto(S6)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)	Audi Q7					
N	No	Auto(AM-S	Auto(AM-S						
N	No	Manual(M	Manual(M						
M 50500	No	Auto(AM-S	Auto(AM-S						
M 50500	No	Manual(M	Manual(M						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Manual(M	Manual(M						
M 50500	No	Auto(AM-S	Auto(AM-S						
M 50500	No	Manual(M	Manual(M						
N 50700	No	Auto(AM-S	Auto(AM-S						
N 50700	No	Auto(AM-S	Auto(AM-S						
N 50700	No	Auto(S8)	Auto(S8)						
N	No	Auto(AM-S	Auto(AM-S						

N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N50700	No	Auto(AM-S	Auto(AM-S
N50700	No	Auto(AM-S	Auto(AM-S
N50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N	No	Auto(AM-S	Auto(AM-STT Coupe c
N	No	Auto(AM-S	Auto(AM-STT Coupe c
N50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
NVW50500	No	Auto(S8)	Auto(S8)
N 50500	No	Auto(AM-S	Auto(AM-S
Y50700	Yes	Auto(AM-S	Auto(AM-S
Y50700	Yes	Auto(AM-S	Auto(AM-S
N	No	Auto(AM-S	Auto(AM-S
N50700	No	Auto(AM-S	Auto(AM-SVENENO
N	No	Auto(S6)	Auto(S6)
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Manual(M	Manual(M
N	No	Auto(S6)	Auto(S6)
N	No	Auto(AM-S	Auto(AM-S
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(S6)	Auto(S6)
N	No	Auto(AM-S	Auto(AM-S
N	No	Auto(S6)	Auto(S6)
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(S6)	Auto(S6)

N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Auto(S6)	Auto(S6)	Jetta Base
N	No	Manual(M	Manual(M	
N	No	Manual(M	Manual(M	
N	No	Manual(M	Manual(M	
Y	Yes	Auto(AM-S	Auto(AM-S	
N	No	Auto(S6)	Auto(S6)	
N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Auto(S6)	Auto(S6)	Tiguan fro
N	No	Auto(S6)	Auto(S6)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
Y	Yes	Auto(S8)	Auto(S8)	Touareg H
N	No	Auto(A1)	Auto(A1)	
N	No	Auto(A1)	Auto(A1)	

[illegible]	EPA Calculated Gas G	[illegible]	[illegible] (GHG Ratin	#1 Smog R	#1 Mfr Sm	#1 EPA Sm	SmartWay
34.9	[redacted]	7	7	FVGAV02.(	9		
48.3		8	8	FVGAV02.(	5		
36.2		7	7	FVGAV02.(	9		
34.3		6	6	FVGAV02.(	9		
35.2		7	7	FVGAV02.(	9		
35.4		7	7	FVGAV02.(	5		
32.3		6	6	FVGAJ02.0	5		
33.1		6	6	FVGAV02.(	5		
31.4		6	6	FVGAJ02.0	5		
32.3		6	6	FVGAJ02.0	5		
33.1		6	6	FVGAV02.(	5		
36.9		7	7	FVGAV02.(	5		
30.0		5	5	FVGAV02.(	5		
28.1		5	5	FVGAJ03.0	5		
37.7		7	6	FVGAJ03.0	5		
27.9		5	5	FVGAJ03.0	5		
37.7		7	6	FVGAJ03.0	5		
28.8		5	5	FVGAV03.(	5		
28.0		5	5	FVGAV04.(	5		
36.9		7	6	FVGAJ03.0	5		
28.8		5	5	FVGAV03.(	5		
27.6		5	5	FVGAV04.(	5		
21.1		4	4	FVGAV06.3	5		
31.2		6	6	FVGAJ02.0	5		
30.0		5	5	FVGAV02.(	5		
29.5		5	5	FVGAV02.(	5		
29.6		5	5	FVGAJ02.0	5		
27.2		5	5	FVGAJ03.0	5		
34.3		7	5	FVGAJ03.0	5		
34.0		6	6	FVGAT02.(	5		
28.1		5	4	FVGAT03.(	5		
23.1		4	4	FVGAT03.(	5		
20.7		4	4	FVGAV04.2	5		
17.2		2	2	FVGAV04.2	5		
19.6		3	3	FVGAV05.2	5		
17.0		2	2	FVGAV05.2	5		
20.7		4	4	FVGAV04.2	5		
17.2		2	2	FVGAV04.2	5		
19.6		3	3	FVGAV05.2	5		
17.0		2	2	FVGAV05.2	5		
22.8		4	4	FVGAV04.2	5		
22.6		4	4	FVGAV04.2	5		
22.6		4	4	FVGAV04.(	5		
33.2		6	6	FVGAV02.(	5		

26.9	[redacted]	5	5 FVGAJ03.0	5
23.5		5	5 FVGAJ03.0	5
26.9		5	5 FVGAJ03.0	5
23.5		5	5 FVGAJ03.0	5
26.4		5	5 FVGAJ03.0	5
25.4		5	5 FVGAV04.(	5
25.4		5	5 FVGAV04.(	5
25.0		5	5 FVGAV04.(	5
24.9		4	4 FVGAJ03.0	5
33.3		6	6 FVGAV02.(	5
33.3		6	6 FVGAV02.(	5
23.7		4	4 FVGAV04.(	5
19.5		3	3 FVGAV06.(	5
21.9		4	4 FVGAV04.(	5
18.3		3	3 FVGAV06.(	5
21.9		4	4 FVGAV04.(	5
18.3		3	3 FVGAV06.(	5
15.9		1	1 FVGAV06.8	5
12.6		1	1 FVGAV08.(	5
16.4		1	1 FVGAV06.5	5
14.6		1	1 FVGAV06.5	5
20.0		3	3 FVGAV05.2	5
15.8		1	1 FVGAV06.	5
37.0		7	7 FVGAV02.(	7
35.9		7	7 FVGAV02.(	7
33.9		6	6 FVGAV02.(	7
46.6		8	7 FVGAV02.(	5
33.1		6	6 FVGAV02.(	7
46.4		8	7 FVGAV02.(	5
35.9		7	7 FVGAV02.(	7
33.3		6	6 FVGAV02.(	7
45.8		8	7 FVGAV02.(	5
33.1		6	6 FVGAV02.(	7
45.3		8	7 FVGAV02.(	5
32.2		6	6 FVGAJ02.0	5
31.4		6	6 FVGAJ02.0	5
24.8		5	5 FVGAV03.(	5
32.4		6	6 FVGAV02.(	5
38.9		7	7 FVGAV02.(	9
39.3		7	7 FVGAV02.(	9
48.3		8	8 FVGAV02.(	5
48.2		8	8 FVGAV02.(	5
35.9		7	7 FVGAV02.(	9
35.8		7	7 FVGAV02.(	9
39.4		7	7 FVGAV02.(	7

38.4	[redacted]	7	7	FVGAV02.(7
34.8		7	7	FVGAV02.(7
49.2		8	8	FVGAV02.(5
34.9		6	6	FVGAV02.(5
35.9		7	7	FVGAV02.(5
48.7		8	8	FVGAV02.(5
34.0		6	6	FVGAV02.(7
60.8		10	10	FVGAV01.4 7
37.7		7	7	FVGAV02.(7
37.3		7	7	FVGAV02.(7
46.2		8	7	FVGAV02.(5
46.9		8	7	FVGAV02.(5
28.5		5	5	FVGAV03.(5
29.7		5	5	FVGAJ02.0 5
29.6		5	5	FVGAJ02.0 5
29.6		5	5	FVGAT03.(5
25.0		4	4	FVGAT03.(5
28.2		5	5	FVGAT03.(5
		10	10	FVGAV00. 10
		10	10	FVGAV00. 10

#3 Smog R #3 Mfr Sm #3 EPA Sm SmartWay #4 Smog R #4 Mfr Sm

FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	7
FVGAV02.(	7
FVGAV02.(	5

FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5

[illegible]	You Save	You Spend	City CO2 R	Hwy CO2 R	Comb CO2	CO2- Volu	CO2- Volu	CO2-Vol In
	500		379	267	328			
	3250		326	236	285			
	750		362	256	314			
	0		379	280	334			
	500		366	271	323			
	500		374	280	332			
		500	415	295	361			
	0		398	277	343			
		1000	424	303	370			
		500	415	295	361			
	0		398	277	343			
	750		360	272	320			
		1500	452	306	386			
		2000	482	326	412			
	1250		416	267	349			
		2500	493	321	416			
	1250		416	267	349			
		2000	473	303	397			
		2000	484	299	401			
	1000		426	280	360			
		2000	473	303	397			
		2000	492	310	410			
		5750	640	403	534			
		1000	420	317	373			
		1500	451	313	389			
		1500	446	316	387			
		1500	452	322	393			
		2500	496	347	429			
	500		430	328	385			
	0		369	298	337			
		1750	541	369	464			
		4750	570	409	498			
		5750	656	394	538			
		9250	772	439	622			
		6750	686	400	557			
		9250	753	454	618			
		5750	656	394	538			
		9250	772	439	622			
		6750	686	400	557			
		9250	753	454	618			
		4750	562	379	480			
		4750	558	398	486			
		4750	614	355	497			
	0		381	289	340			

	2500	488	321	413
	3250	519	341	439
	2500	488	321	413
	3250	519	341	439
	2500	500	341	428
	3250	531	330	441
	3250	531	330	441
	3250	534	331	442
	4000	528	373	458
0		395	284	345
0		395	284	345
	4000	580	347	475
	8000	710	421	580
	5750	638	370	517
	8000	736	443	604
	5750	638	370	517
	8000	736	443	604
	11000	840	501	688
	17500	1050	599	847
	11000	836	481	676
	12750	902	547	742
	6750	629	441	544
	11000	831	523	692
1500		357	270	318
1250		372	270	326
0		377	302	343
2750		332	251	295
0		393	292	347
2750		333	251	296
1250		369	274	326
	500	392	314	357
2750		335	256	300
0		393	292	347
2750		344	254	303
	500	402	284	349
	500	428	278	361
	3250	523	351	446
	500	405	292	354
2000		352	247	305
2250		350	240	300
3250		326	236	285
3250		334	227	286
750		358	271	319
750		355	258	311
2250		347	238	298

2000		351	239	301
500		379	281	334
3250		324	228	281
1000		395	265	337
1500		357	259	313
3250		332	223	283
0		389	274	338
4750		212	185	200
1500		363	247	311
1500		366	251	314
2750		344	243	298
3000		341	234	293
	1500	449	319	390
	1500	431	344	392
	1500	435	344	394
	1250	517	351	442
	4000	520	391	462
	2500	447	372	413
8250		0	0	0
8250		0	0	0

[illegible]	[illegible]	[illegible]	[illegible]	240V Char	120V Char
309.0	191.0	255.9	378.7	267.1	328.5
247.7	165.1	210.5	325.6	236.3	285.4
289.0	188.0	243.6	362.1	255.5	314.1
305.0	200.0	257.8	378.6	280.1	334.3
294.0	198.0	250.8	366.0	271.0	323.2
292.0	199.0	250.2	373.7	280.2	331.6
327.0	210.0	274.4	415.0	295.0	361.0
321.2	202.4	267.7	398.0	276.6	343.4
335.0	216.0	281.4	424.4	303.1	369.8
327.0	210.0	274.4	415.0	295.0	361.0
321.2	202.4	267.7	398.0	276.6	343.4
282.0	189.0	240.2	360.0	272.0	320.4
358.0	219.0	295.4	452.0	306.0	386.3
383.5	233.0	315.8	481.7	326.0	411.6
331.0	194.0	269.4	415.7	267.3	348.9
385.0	236.0	318.0	492.9	320.9	415.6
331.0	194.0	269.4	415.7	267.3	348.9
376.5	225.0	308.3	473.4	302.9	396.7
391.0	224.0	315.9	483.9	299.0	400.7
339.0	198.0	275.6	425.6	280.1	360.1
376.5	225.0	308.3	473.4	302.9	396.7
396.0	226.0	319.5	492.3	309.7	410.1
515.0	310.0	422.8	640.3	403.3	533.6
331.0	226.0	283.8	419.7	316.6	373.3
357.5	223.0	297.0	451.0	312.5	388.7
357.0	230.0	299.9	445.6	315.7	387.1
358.0	230.0	300.4	451.6	321.9	393.2
390.0	251.0	327.4	496.0	347.0	429.0
348.0	231.0	295.4	430.5	328.5	384.6
380.0	223.0	309.4	369.0	298.0	337.0
446.0	260.0	362.3	541.0	369.0	463.6
458.0	295.0	384.6	569.6	409.5	497.6
540.6	299.8	432.3	656.3	394.3	538.4
651.3	362.7	521.4	771.6	439.1	622.0
577.0	309.4	456.6	685.6	400.2	557.2
646.3	377.5	525.3	753.1	454.0	618.5
540.6	299.8	432.3	656.3	394.3	538.4
651.3	362.7	521.4	771.6	439.1	622.0
577.0	309.4	456.6	685.6	400.2	557.2
646.3	377.5	525.3	753.1	454.0	618.5
466.0	296.0	389.5	562.0	379.0	479.6
463.0	307.0	392.8	558.0	398.0	486.0
499.5	269.5	396.0	613.8	354.8	497.3
311.0	214.0	267.4	381.4	289.2	339.9

396.0	248.0	329.4	488.0	321.0	412.8
443.0	266.0	363.4	519.0	341.0	438.9
396.0	248.0	329.4	488.0	321.0	412.8
443.0	266.0	363.4	519.0	341.0	438.9
401.0	256.0	335.8	500.0	341.0	428.4
427.7	252.5	348.9	530.7	330.5	440.6
427.7	252.5	348.9	530.7	330.5	440.6
444.0	243.0	353.6	534.0	330.6	442.5
427.0	269.0	355.9	528.0	372.7	458.1
312.7	210.3	266.6	395.4	284.3	345.4
312.7	210.3	266.6	395.4	284.3	345.4
462.0	263.0	372.4	580.0	347.0	475.2
576.0	314.0	458.1	709.5	420.8	579.6
511.0	278.0	406.2	638.3	369.6	517.4
617.0	333.0	489.2	736.3	442.9	604.3
511.0	278.0	406.2	638.3	369.6	517.4
617.0	333.0	489.2	736.3	442.9	604.3
690.0	408.0	563.1	840.4	501.0	687.7
885.0	495.0	709.5	1050.0	599.0	847.0
705.0	353.0	546.6	836.0	481.0	676.2
771.0	418.0	612.2	902.0	547.0	742.2
524.0	346.0	443.9	628.6	441.0	544.2
708.0	392.0	565.8	831.0	523.0	692.4
277.9	191.7	239.1	357.0	270.4	318.0
290.3	191.7	245.9	371.7	270.4	326.1
306.6	211.2	263.7	377.1	302.3	343.4
253.0	176.0	218.4	331.8	251.0	295.4
322.0	206.1	269.8	392.7	291.6	347.2
254.0	176.0	218.9	333.0	251.0	296.1
287.7	194.3	245.7	368.6	273.9	326.0
308.8	219.0	268.4	392.5	313.5	357.0
256.0	180.0	221.8	335.4	256.4	299.8
322.0	206.1	269.8	392.7	291.6	347.2
263.0	178.0	224.8	343.6	253.7	303.2
327.7	209.1	274.3	402.3	284.1	349.2
347.4	204.8	283.2	428.4	278.4	360.9
434.0	265.0	358.0	523.0	351.0	445.6
321.0	213.0	272.4	404.7	291.7	353.9
274.0	174.0	229.0	352.4	246.5	304.7
272.0	169.0	225.6	350.1	239.8	300.5
247.7	165.1	210.5	325.6	236.3	285.4
255.0	158.0	211.4	334.2	226.8	285.9
288.0	195.0	246.2	358.0	270.7	318.7
294.0	191.0	247.7	354.6	257.9	311.1
269.6	168.0	223.9	347.2	238.5	298.3

272.8	168.4	225.8	351.0	239.0	300.6	
302.4	201.2	256.9	378.6	280.6	334.5	
246.0	159.0	206.8	323.6	228.1	280.6	
310.0	188.0	255.1	394.9	265.4	336.6	
302.0	179.0	246.6	356.6	259.3	312.8	
253.0	155.0	208.9	331.8	222.7	282.7	
316.2	198.2	263.1	389.2	274.4	337.5	
155.0	136.0	146.4	211.9	184.8	199.7	
283.0	174.7	234.3	363.0	247.5	311.0	
285.3	177.3	236.7	365.8	251.0	314.1	
263.0	170.0	221.2	343.6	242.9	298.3	
261.0	163.0	217.0	341.3	233.5	292.8	
372.0	238.0	311.7	449.0	319.0	390.5	
340.8	246.4	298.3	431.3	344.0	392.0	
343.9	246.4	300.0	435.0	344.0	394.0	
422.0	248.0	343.7	517.0	351.0	442.3	
416.0	281.0	355.2	520.1	390.6	461.8	
354.0	267.0	314.8	446.9	371.8	413.1	
0	0	0	0	0	0	4.0
0	0	0	0	0	0	4.0

[illegible]	[illegible]	Comb Vol Higher	Final Labe
	N	3.7	3.7
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	N	3.6	3.6
	N	3.8	3.8
	N	3.7	3.7
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	N	4.3	4.3
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	N	4.5	4.5
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	N	5.9	5.9
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	N	4.8	4.8
	N	3.7	3.7
	N	3.8	3.8
	N	4.5	4.5
	N	5.6	5.6
	N	5.9	5.9
	N	7.1	7.1
	N	6.2	6.2
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N	5.3	5.3
N	6.7	6.7
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N	10.0	10.0
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mined)

To: Grundler, Christopher[grundler.christopher@epa.gov]
Cc: Charmley, William[charmley.william@epa.gov]
From: Ex. 7 (EEO)
Sent: Tue 10/7/2014 3:29:21 PM
Subject: FFV Weighting Factor
EPA FFV F Factor Proposal.pdf

Hello Chris,

As a follow-up to our phone conversation today, attached please find a proposal for a guidance letter concerning an FFV weighting factor. I have taken the liberty of adding Bill to this email as well to keep him informed of the proposal – Bill, please feel free to call me and we can discuss in more detail.

Chris, many thanks for the great, open discussion on this topic. I fully agree with many of your comments and I know it is not an easy topic. Despite the challenges, at Volkswagen we feel that this proposal is consistent with our position during the GHG rulemaking negotiations and consistent with our interest and research in very low carbon footprint ethanol fuel.

The candid thoughts were very much appreciated.

Best regards and please feel free to talk to Volkswagen about any topics going forward,

Ex. 7

VOLKSWAGEN

GROUP OF AMERICA

October 7, 2014

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William Jefferson Clinton Building
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MC 6401A
Washington, DC 20460

Mr. William Charmley
USEPA National Vehicle and Fuel Emissions Laboratory/OAR
2565 Plymouth Road
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VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMLIN ROAD
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PHONE +1 248 754 5000

Dear Chris and Bill,

I am writing to request that EPA issue the enclosed Draft Guidance Letter concerning the E85 weighting factor ("F factor") for model year 2016-2025 flex fuel vehicles. The F factor is used to estimate the volume of E85 combusted in flex fuel vehicles for the purpose of calculating the greenhouse gas emissions of such vehicles.

Volkswagen makes this request pursuant to 40 C.F.R. § 600.510-12(k), which provides that "manufacturers may request the use of alternative values for the weighting factor F," and that "[u]pon written request from a manufacturer, the Administrator will determine and publish by written guidance an appropriate value of F for each requested alternative fuel . . . ."

In the GHG rule, EPA provided a utility factor for dual fuel compressed natural gas (CNG) vehicles and Plug-In Hybrid Electric Vehicles ("PHEV), but not E85 FFVs. However, EPA "commit[ted] to providing early [F factor] guidance to [E85 FFV] manufacturers well in advance of each model year," recognizing that "planning and manufacturing commitments for future production of FFVs may depend on knowing the future regulatory environment."[1]

Thereafter, EPA issued a "Draft Guidance Letter" that would have set an E85 F factor of 0.2 for

[1] 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards, Final Rule, 77 Fed. Reg. 62624, 62830 (2012).

model years 2016 through 2019,[2] but this guidance was never finalized, and EPA has yet to take any action on the E85 F factor.

Several key assumptions underlying the CAFE rule's treatment of E85 and the subsequent Draft Guidance Letter are no longer valid, and changed circumstances justify a new approach to the F factor for E85.

First, EPA's recent Clean Power Plan signals the agency's commitment to progress on climate change as a major agency priority. EPA has hitherto sought to limit greenhouse gas emissions through regulation of stationary sources and vehicles, but a comprehensive climate change strategy will include fuel as well. Increasing the number of FFVs on the road eventually would give EPA the freedom to initiate a shift to cleaner, higher-octane fuel, thereby reducing emissions of CO_2.[3]

Second, on November 29, 2013, EPA issued a proposed partial waiver of the Renewable Fuel Standard's blending requirement for 2014.[4] This is significant, because EPA relied on the RFS's ability to drive ethanol demand when it denied a utility factor for E85: "[I]f actual use of E85 and other higher-ethanol blends increases, for example in response to future RFS requirements and/or due to more competitive pricing, then the regulations already allow automakers to apply a higher E85 weighting consistent with the greater use of the fuel."[5] In light of the partial waiver, the RFS can no longer be relied upon to drive ethanol usage above the E10 "blendwall" without some additional incentive to produce FFVs. Increasing the number of FFVs in the national fleet would help to overcome the blendwall and enable compliance with the RFS's statutory blending requirements.

Third, in denying an F factor for E85, EPA referred to "fuel use data [that] demonstrate[s] that ethanol FFVs only use E85 less than one percent of the time."[6] More recent experience has shown that when FFVs make up a significant portion of the vehicles in an area, station owners will invest in the infrastructure necessary to sell E85 and price it competitively with gasoline on an energy basis. In such areas, FFV owners use E85 a significant portion of the time. By making it cost effective for manufacturers to produce FFVs, EPA would enable the market conditions necessary for nationwide ethanol-gasoline price parity.

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[2] Available at http://www.epa.gov/otaq/regs/ld-hwy/greenhouse/documents/draft-ffv-guidance-letter.pdf.

[3] As researchers at Oak Ridge National Laboratory concluded in one recently study, "[t]he unique properties of midlevel alcohol–gasoline blends were shown to be the enabling technology toward higher engine efficiency, leading to feasible near-term increases in vehicle efficiency and reductions in CO_2." Derek A Splitter & James P. Szybist, *Experimental Investigation of Spark-Ignited Combustion with High-Octane Biofuels and EGR. 1. Engine Load Range and Downsize Downspeed Opportunity*, Energy & Fuels (2013); *see also* Control of Air Pollution from Motor Vehicles: Tier 3 Motor Vehicle Emission and Fuel Standards, 78 Fed. Reg. 29825, 29911 (noting that a 30% ethanol blend "could help manufacturers who wish to raise compression ratios to improve vehicle efficiency, as a step toward complying with the 2017 and later light-duty greenhouse gas and CAFE standards.").

[4] 2014 Standards for the Renewable Fuel Standard Program, Proposed Rule, 78 Fed. Reg. 71732.

[5] 77 Fed. Reg. at 62830.

[6] *Id.*

Finally, the draft Guidance document provides manufacturers assurance of an F factor only through Model Year 2019, but as the agency knows, the automobile production cycle is several years long, and manufacturers will soon be making decisions that affect the number of FFVs produced in Model Year 2020 and beyond. By Model Year 2019, the statutory incentive to produce FFVs will be fully phased out.[7] Thus, our proposed Guidance would provide an F factor through 2025.

For these reasons we respectfully request that you issue the enclosed Draft Guidance Letter.

Sincerely,

Stuart I. Johnson

Stuart I Johnson
Senior Manager
Powertrain Regulatory Affairs
Volkswagen Group of America
Engineering and Environmental Office
3800 Hamlin Road
Auburn Hills, MI 48326
Phone: 248-754-4208

[7] 49 U.S.C. § 32906.

Proposed Guidance Letter

CD-13-XX (LD) SUBJECT: E85 Flexible Fuel Vehicle Weighting Factor for Model Year 2016-2025 Vehicles

Dear Manufacturer:

Under EPA's light-duty vehicle greenhouse gas (GHG) program, starting with the 2016 model year, the regulations describe two pathways for determining the GHG value for a gasoline-E85 flexible fuel vehicle (FFV). The default approach is to use the value determined for operation on gasoline (see 40 CFR 600.510-12(j)(2)(vi)). The alternative is to combine the gasoline and E85 GHG values together in a way that accounts for the real-world use of E85 with a weighting factor (this weighting factor is described as "F" in the regulations (see 40 CFR 600.51012(j)(2)(vi) and (k)).

The regulations describe two different approaches that may be used to determine the value of F. First, upon written request from a manufacturer, EPA "will determine and publish by written guidance an appropriate value of F for each requested alternative fuel based on the Administrator's assessment of real-world use of the alternative fuel" (see 40 CFR 600.510-12(k)(1)). Second, a manufacturer may submit its own data to EPA that demonstrates the real-world use of the alternative fuel and determines an appropriate value of F specific to their vehicles (see 40 CFR 600.510-12(k)(2)).

Several manufacturers have requested that EPA determine a value of F for E85 to apply to 2016 and beyond model year FFVs, and that EPA publish guidance as early as possible. EPA is therefore issuing this guidance as directed by 40 CFR 600.510-12(k)(1).

For the 2016 model year, manufacturers may determine a utility factor (F value) using the following calculation. $F = 350 / CREE_{gas}$. This is optional; manufacturers may always continue to use the default value of 0, thus ignoring the E85 carbon-related exhaust emissions (CREE) value. Manufacturers may continue to use this calculation through the 2025 model year.

The equation using the F factor is described in 40 CFR 600.510-12(j)(2)(vi) as follows:

1) $CREE = (F \times CREE_{alt}) + (1 - F) \times CREE_{gas}$,

where $CREE_{alt}$ is the CREE value calculated for the model type using the alternative fuel (in this case E85) and $CREE_{gas}$ is the CREE value calculated for the model type while operating on gasoline.

There are several important things to note for manufacturers electing to use this F value:

A. Do not apply a factor of 0.15 to the E85 CREE value before combining with the gasoline CREE value. The requirements to use a multiplier of 0.15 for purposes of the greenhouse gas emissions standards extend only through the 2015 model year (see 40 CFR 600.510-12(j)(2)(iv) and (vi)).

B. Manufacturers electing to use this F value must apply it to all gasoline-E85 FFVs, regardless of the relative E85 and gasoline emission values. In other words, this value may not be used solely on FFVs where the E85 CREE value is lower than the gasoline CREE value.

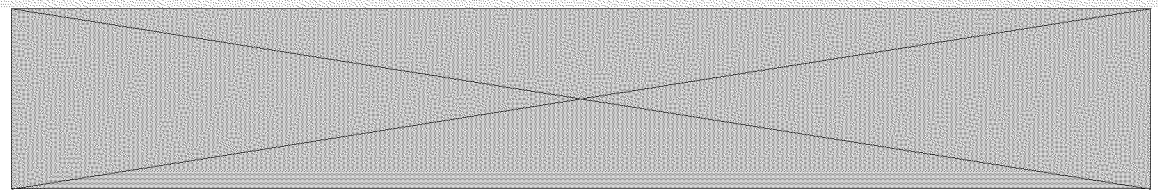
C. Manufacturers continue to retain the option of collecting their own data demonstrating the real-world use of E85 for those model types and similar industry models and requesting that EPA determine a unique F factor for use in the equation for those model types (see 40 CFR 600.510-12(k)(2)).

In the event that a new certification fuel with an ethanol level above 10% is approved, this guidance will apply equally to that fuel with the CREEalt from the new certification fuel being used in equation 1 above.

If you have any questions about this guidance, please contact your certification team representative.

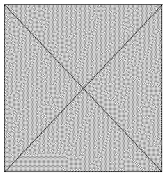
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Tue 10/7/2014 4:07:52 PM
Subject: Green Car Report Daily Headlines

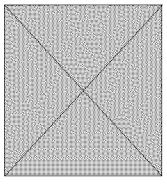
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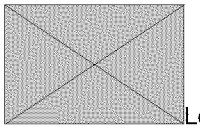
More ways to follow us:





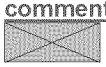
Nissan Battery Strategy, Panasonic's Tesla Gigafactory Investment, BMW i3 Incentives: Today's Car News

Oct 07, 2014 03:36 pm | feedback@highgearmedia.com (Stephen Edelstein)

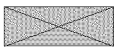


Lots of electric-car news today. Nissan president and CEO Carlos Ghosn explains that the Japanese carmaker isn't wedded to its own electric-car batteries, Panasonic announces its first round of investment in the Tesla Motors "gigafactory," and we analyze BMW i3 incentives. All this and more on Green Car Reports. BMW i3 electric-car incentives are...

comments | read more

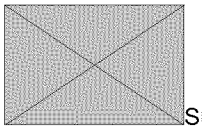






2015 Subaru Legacy Gas Mileage: We Test Both 2.5i And 3.6R

Oct 07, 2014 03:32 pm | feedback@highgearmedia.com (John Voelcker)



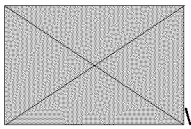
Subaru sales have surged over the last decade, taking the quirky Japanese brand from its Snow Belt niche into more and broader markets. This year, the

redesigned 2015 Subaru Legacy is a viable contender to go head to head with the most mainstream mid-size sedans: Toyota Camry, Honda Accord, Ford Fusion, Hyundai Sonata, and more. DON'T MISS: 2015...

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Panasonic To Invest Hundreds Of Millions In Tesla Gigafactory To Start

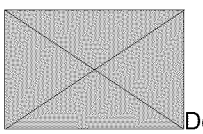
Oct 07, 2014 02:25 pm | feedback@highgearmedia.com (Stephen Edelstein)

 While Panasonic had already agreed to help Tesla construct and operate its huge Nevada "gigafactory" for electric-car batteries, the scope of that commitment is now becoming apparent. The company's CEO now says it will invest tens of billions of yen--10 billion yen is equal to about $92 million--in the massive $5 billion project. MORE: Tesla...

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Small Engines May Use More Fuel Than You Expect, In Europe Especially

Oct 07, 2014 01:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

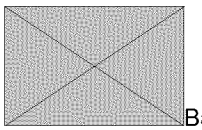
 Decreasing an engine's displacement is one of the most straightforward ways to increase fuel efficiency. Or is it? According to research firm Emissions Analytics, the high fuel-economy ratings of downsized engines may not always translate to the real world. MORE: Do Small Turbo Engines Really Give Better Gas Mileage? Claiming to have tested over...

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Ghosn: Nissan Not Tied To Its Own Electric-Car Batteries, Will Seek Other Suppliers

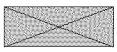
Pragmatically

Oct 07, 2014 01:00 pm | feedback@highgearmedia.com (Bengt Halvorson)

 Batteries are the key component in building practical electric cars. And for its first all-electric Leaf in 2011, Nissan developed its own proprietary lithium-ion battery pack--even planning and setting up its own assembly facilities to build them. That trajectory started back in 2007, but today, the landscape of electric-car battery supply and...

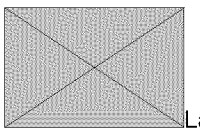
comments | read more





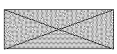
Volkswagen XL Sport At Paris Motor Show: The Details (Video)

Oct 07, 2014 12:52 pm | feedback@highgearmedia.com (John Voelcker)

 Last week's media days at the Paris Motor Show were the usual mix of cars and marketing. They brought together stunning concept cars, more prosaic production models under pin spots, and speeches laying out how important every single model actually was to the future of the automotive world. DON'T MISS: Volkswagen XL Sport With Ducati V-Twin Engine...

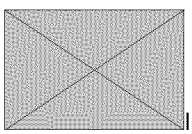
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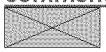
BMW i3 Electric-Car Incentives: Highest On The Battery-Only Model

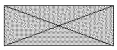
Oct 07, 2014 12:25 pm | feedback@highgearmedia.com (John Voelcker)

 In just five months, more than 3,100 BMW i3 electric cars have been delivered to U.S. buyers. That's a fast pace out of the box, and it indicates that BMW is serious about plug-in electric cars in a way that many other major automakers aren't. But to keep that pace going may require what car dealers call "cash on the hood," otherwise

known as...

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Update your profile

.

To: Rodgers, William (EEO)[William.Rodgers@vw.com]
From: Snyder, Jim
Sent: Tue 10/7/2014 4:11:45 PM
Subject: Grundler mtg

I just checked his calendar and Byron's mtg with Chris Grundler is from 2 to 4:00.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

VOLKSWAGEN

GROUP OF AMERICA

October 7, 2014

Mr. Christopher Grundler
USEPA Headquarters
William Jefferson Clinton Building
1200 Pennsylvania Avenue NW
MC 6401A
Washington, DC 20460

Mr. William Charmley
USEPA National Vehicle and Fuel Emissions Laboratory/OAR
2565 Plymouth Road
Ann Arbor, MI 48105

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMLIN ROAD
AUBURN HILLS, MI 48326
PHONE +1 248 754 5000

Dear Chris and Bill,

I am writing to request that EPA issue the enclosed Draft Guidance Letter concerning the E85 weighting factor ("F factor") for model year 2016-2025 flex fuel vehicles. The F factor is used to estimate the volume of E85 combusted in flex fuel vehicles for the purpose of calculating the greenhouse gas emissions of such vehicles.

Volkswagen makes this request pursuant to 40 C.F.R. § 600.510-12(k), which provides that "manufacturers may request the use of alternative values for the weighting factor F," and that "[u]pon written request from a manufacturer, the Administrator will determine and publish by written guidance an appropriate value of F for each requested alternative fuel . . . ."

In the GHG rule, EPA provided a utility factor for dual fuel compressed natural gas (CNG) vehicles and Plug-In Hybrid Electric Vehicles ("PHEV), but not E85 FFVs. However, EPA "commit[ted] to providing early [F factor] guidance to [E85 FFV] manufacturers well in advance of each model year," recognizing that "planning and manufacturing commitments for future production of FFVs may depend on knowing the future regulatory environment."[1]

Thereafter, EPA issued a "Draft Guidance Letter" that would have set an E85 F factor of 0.2 for

[1] 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards, Final Rule, 77 Fed. Reg. 62624, 62830 (2012).

model years 2016 through 2019,[2] but this guidance was never finalized, and EPA has yet to take any action on the E85 F factor.

Several key assumptions underlying the CAFE rule's treatment of E85 and the subsequent Draft Guidance Letter are no longer valid, and changed circumstances justify a new approach to the F factor for E85.

First, EPA's recent Clean Power Plan signals the agency's commitment to progress on climate change as a major agency priority. EPA has hitherto sought to limit greenhouse gas emissions through regulation of stationary sources and vehicles, but a comprehensive climate change strategy will include fuel as well. Increasing the number of FFVs on the road eventually would give EPA the freedom to initiate a shift to cleaner, higher-octane fuel, thereby reducing emissions of CO_2.[3]

Second, on November 29, 2013, EPA issued a proposed partial waiver of the Renewable Fuel Standard's blending requirement for 2014.[4] This is significant, because EPA relied on the RFS's ability to drive ethanol demand when it denied a utility factor for E85: "[I]f actual use of E85 and other higher-ethanol blends increases, for example in response to future RFS requirements and/or due to more competitive pricing, then the regulations already allow automakers to apply a higher E85 weighting consistent with the greater use of the fuel."[5] In light of the partial waiver, the RFS can no longer be relied upon to drive ethanol usage above the E10 "blendwall" without some additional incentive to produce FFVs. Increasing the number of FFVs in the national fleet would help to overcome the blendwall and enable compliance with the RFS's statutory blending requirements.

Third, in denying an F factor for E85, EPA referred to "fuel use data [that] demonstrate[s] that ethanol FFVs only use E85 less than one percent of the time."[6] More recent experience has shown that when FFVs make up a significant portion of the vehicles in an area, station owners will invest in the infrastructure necessary to sell E85 and price it competitively with gasoline on an energy basis. In such areas, FFV owners use E85 a significant portion of the time. By making it cost effective for manufacturers to produce FFVs, EPA would enable the market conditions necessary for nationwide ethanol-gasoline price parity.

---

[2] Available at http://www.epa.gov/otaq/regs/ld-hwy/greenhouse/documents/draft-ffv-guidance-letter.pdf.

[3] As researchers at Oak Ridge National Laboratory concluded in one recently study, "[t]he unique properties of midlevel alcohol–gasoline blends were shown to be the enabling technology toward higher engine efficiency, leading to feasible near-term increases in vehicle efficiency and reductions in CO_2." Derek A Splitter & James P. Szybist, *Experimental Investigation of Spark-Ignited Combustion with High-Octane Biofuels and EGR. 1. Engine Load Range and Downsize Downspeed Opportunity*, Energy & Fuels (2013); *see also* Control of Air Pollution from Motor Vehicles: Tier 3 Motor Vehicle Emission and Fuel Standards, 78 Fed. Reg. 29825, 29911 (noting that a 30% ethanol blend "could help manufacturers who wish to raise compression ratios to improve vehicle efficiency, as a step toward complying with the 2017 and later light-duty greenhouse gas and CAFE standards.").

[4] 2014 Standards for the Renewable Fuel Standard Program, Proposed Rule, 78 Fed. Reg. 71732.

[5] 77 Fed. Reg. at 62830.

[6] *Id.*

Finally, the draft Guidance document provides manufacturers assurance of an F factor only through Model Year 2019, but as the agency knows, the automobile production cycle is several years long, and manufacturers will soon be making decisions that affect the number of FFVs produced in Model Year 2020 and beyond. By Model Year 2019, the statutory incentive to produce FFVs will be fully phased out.[7] Thus, our proposed Guidance would provide an F factor through 2025.

For these reasons we respectfully request that you issue the enclosed Draft Guidance Letter.

Sincerely,

Ex. 7

Volkswagen Group of America
Engineering and Environmental Office
3800 Hamlin Road
Auburn Hills, MI 48326

Ex. 7

[7] 49 U.S.C. § 32906.

Proposed Guidance Letter

CD-13-XX (LD) SUBJECT: E85 Flexible Fuel Vehicle Weighting Factor for Model Year 2016-2025 Vehicles

Dear Manufacturer:

Under EPA's light-duty vehicle greenhouse gas (GHG) program, starting with the 2016 model year, the regulations describe two pathways for determining the GHG value for a gasoline-E85 flexible fuel vehicle (FFV). The default approach is to use the value determined for operation on gasoline (see 40 CFR 600.510-12(j)(2)(vi)). The alternative is to combine the gasoline and E85 GHG values together in a way that accounts for the real-world use of E85 with a weighting factor (this weighting factor is described as "F" in the regulations (see 40 CFR 600.51012(j)(2)(vi) and (k)).

The regulations describe two different approaches that may be used to determine the value of F. First, upon written request from a manufacturer, EPA "will determine and publish by written guidance an appropriate value of F for each requested alternative fuel based on the Administrator's assessment of real-world use of the alternative fuel" (see 40 CFR 600.510-12(k)(1)). Second, a manufacturer may submit its own data to EPA that demonstrates the real-world use of the alternative fuel and determines an appropriate value of F specific to their vehicles (see 40 CFR 600.510-12(k)(2)).

Several manufacturers have requested that EPA determine a value of F for E85 to apply to 2016 and beyond model year FFVs, and that EPA publish guidance as early as possible. EPA is therefore issuing this guidance as directed by 40 CFR 600.510-12(k)(1).

For the 2016 model year, manufacturers may determine a utility factor (F value) using the following calculation. $F = 350 / CREE_{gas}$. This is optional; manufacturers may always continue to use the default value of 0, thus ignoring the E85 carbon-related exhaust emissions (CREE) value. Manufacturers may continue to use this calculation through the 2025 model year.

The equation using the F factor is described in 40 CFR 600.510-12(j)(2)(vi) as follows:

1) $CREE = (F \times CREE_{alt}) + (1 - F) \times CREE_{gas}$,

where $CREE_{alt}$ is the CREE value calculated for the model type using the alternative fuel (in this case E85) and $CREE_{gas}$ is the CREE value calculated for the model type while operating on gasoline.

There are several important things to note for manufacturers electing to use this F value:

A. Do not apply a factor of 0.15 to the E85 CREE value before combining with the gasoline CREE value. The requirements to use a multiplier of 0.15 for purposes of the greenhouse gas emissions standards extend only through the 2015 model year (see 40 CFR 600.510-12(j)(2)(iv) and (vi)).

B. Manufacturers electing to use this F value must apply it to all gasoline-E85 FFVs, regardless of the relative E85 and gasoline emission values. In other words, this value may not be used solely on FFVs where the E85 CREE value is lower than the gasoline CREE value.

C. Manufacturers continue to retain the option of collecting their own data demonstrating the real-world use of E85 for those model types and similar industry models and requesting that EPA determine a unique F factor for use in the equation for those model types (see 40 CFR 600.510-12(k)(2)).

In the event that a new certification fuel with an ethanol level above 10% is approved, this guidance will apply equally to that fuel with the CREEalt from the new certification fuel being used in equation 1 above.

If you have any questions about this guidance, please contact your certification team representative.

To: Charmley, William[charmley.william@epa.gov]; Lieske, Christopher[lieske.christopher@epa.gov]; French, Roberts[french.roberts@epa.gov]
Cc: Olechiw, Michael[olechiw.michael@epa.gov]; Bunker, Byron[bunker.byron@epa.gov]
From: Moran, Robin
Sent: Tue 10/7/2014 4:44:24 PM
Subject: RE: FFV Weighting Factor

Sure, we'll take a look, but this is completely out of the blue. Haven't heard a word from VW before this. They never even gave public comments on the draft F factor. Weird.

From: Charmley, William
Sent: Tuesday, October 07, 2014 12:42 PM
To: Lieske, Christopher; French, Roberts; Moran, Robin
Cc: Olechiw, Michael; Bunker, Byron
Subject: FW: FFV Weighting Factor

Chris, Rob and Robin –

Can you all look at this letter from VW. I don't really understand why they decided to send this, or have Ex. 7 call Chris on it (I received a call from Ex. 7 this morning but I was busy).

What is the actual proposal from VW in this letter regarding the F-factor value for FFVs?

Thanks

Bill

From: Ex. 7
Sent: Tuesday, October 07, 2014 11:29 AM
To: Grundler, Christopher
Cc: Charmley, William
Subject: FFV Weighting Factor

Hello Chris,

As a follow-up to our phone conversation today, attached please find a proposal for a guidance letter concerning an FFV weighting factor. I have taken the liberty of adding Bill to this email as well to keep him informed of the proposal – Bill, please feel free to call me and we can discuss in more detail.

Chris, many thanks for the great, open discussion on this topic. I fully agree with many of your comments and I know it is not an easy topic. Despite the challenges, at Volkswagen we feel that this proposal is consistent with our position during the GHG rulemaking negotiations and consistent with our interest and research in very low carbon footprint ethanol fuel.

The candid thoughts were very much appreciated.

Best regards and please feel free to talk to Volkswagen about any topics going forward,

Ex. 7

To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Tue 10/7/2014 6:52:50 PM
Subject: RE: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf

Hi Dave;

Thanks for the information. I have a couple more questions. Why are there two rows for the same e-Golf 109 index? One row seems to have MPGe numbers while the other has kW-hr/100 mile values. Where do I input the fuel consumption number in kW-hr per 100 miles in Verify. I originally put it into the field that I normally put the fuel consumption in MPG, but the message I see from your report said that electric cars should be zero. Where you going to run your audit again for this index?

If you can call tomorrow, I would appreciate it.

Thanks,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Tuesday, October 07, 2014 11:25 AM
To: Thomas, Richard (EEO)
Cc: Giles, Michael (EEO)
Subject: RE: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf

Richard,

I'm sorry----the fuel cost error statements in the dataset are incorrect.

The EPA EV calculator calculates annual fuel cost correctly. I didn't have the calculator results when I sent you the dataset errors. The macro's calculations of $500 annual fuel cost and $8500 5-year savings are wrong.

The spreadsheet calculations are based on the equation in 600.311-12(e). In that equation, it doesn't make sense to round miles per kW-hr---so that's why the calculator used the unrounded value.

So the values you input into Verify were correct ($550 annual fuel cost and $8250 for the 5-year savings).

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Monday, October 06, 2014 8:27 AM
To: Good, David
Cc: Giles, Michael (EEO)
Subject: RE: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf

Hi Dave;

I assume you are not in today but back on Tuesday. This is what I found, I used the same EPA EV calculator that you sent again and found that the calculator does not use a rounded combined kW-hr/100 mi number but rather an unrounded value of 29.2205 which then multiplied by the 15,000 miles and times the 0.12 cents gives a value of 525.9690 which then rounds to the $550 value I entered into verify. If I use a rounded value of 29 kW-hr/100 mi I get your $500 annual fuel cost value. It appears that Verify uses a rounded value. I also noticed that the unrounded fuel cost number in the calculator takes the unrounded adjusted combine value in miles per kW-hr and not the 29 rounded kW-hr/100 mi value. So maybe the calculator needs to be undated to use the rounded combined kW-hr/100 mile value in the annual fuel cost calculation. What do you think?

Thanks,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Friday, October 03, 2014 3:50 PM
To: Thomas, Richard (EEO)
Subject: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf

Richard,

Our macro picked up a few errors for the eGolf.

I couldn't double check your values since I don't have your spreadsheet calculator for the eGolf (and I didn't bother to look in Verify for the test data). I'll attach a generic EV spreadsheet for your convenience (although I think I've sent it to you before).

I get $500 for the annual fuel cost, as follows:

Ann Fuel Cost = 15,000 miles x 29 kW-hr/100 miles x $0.12 per kW-hr = $522, which rounds to $500.

Dave

To: Charmley, William[charmley.william@epa.gov]; French, Roberts[french.roberts@epa.gov]; Moran, Robin[moran.robin@epa.gov]
Cc: Olechiw, Michael[olechiw.michael@epa.gov]; Bunker, Byron[bunker.byron@epa.gov]
From: Lieske, Christopher
Sent: Tue 10/7/2014 7:11:05 PM
Subject: RE: FFV Weighting Factor

Bill and Byron –

We've reviewed the letter from VW. The cover letter seems to be saying that EPA should use the guidance to incentivize FFVs to support the use of E85. Of course, EPA decided in the LD GHG rules not to provide incentives for FFVs after MY 2015. The reasons VW provides for incentivizing FFVs are: (1) more FFVs would give EPA the freedom to shift to cleaner, higher octane fuel in the future (2) more FFVs would help overcome the blendwall and enable compliance with RFS requirements and (3) more FFVs will provide station owners with an incentive to make E85 available.

VW does not provide any explanation or methodology supporting their F factor proposal. The VW proposal would establish F=350/CREEgas. In most cases, this would result in an F factor greater than 1 and a weighted CREE value below the CREE value of the FFV when tested on E85. VW also recommends that the F factor be extended out to 2025.

From: Charmley, William
Sent: Tuesday, October 07, 2014 12:42 PM
To: Lieske, Christopher; French, Roberts; Moran, Robin
Cc: Olechiw, Michael; Bunker, Byron
Subject: FW: FFV Weighting Factor

Chris, Rob and Robin –

Can you all look at this letter from VW. I don't really understand why they decided to send this, or have Ex. 7 call Chris on it (I received a call from Ex. 7 this morning but I was busy).

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Thanks

Bill

From: Ex. 7
Sent: Tuesday, October 07, 2014 11:29 AM
To: Grundler, Christopher
Cc: Charmley, William
Subject: FFV Weighting Factor

Hello Chris,

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Chris, many thanks for the great, open discussion on this topic. I fully agree with many of your comments and I know it is not an easy topic. Despite the challenges, at Volkswagen we feel that this proposal is consistent with our position during the GHG rulemaking negotiations and consistent with our interest and research in very low carbon footprint ethanol fuel.

The candid thoughts were very much appreciated.

Best regards and please feel free to talk to Volkswagen about any topics going forward,

Ex. 7

To: Harry.Thompson@dot.gov[Harry.Thompson@dot.gov]
From: Good, David
Sent: Tue 10/7/2014 9:04:52 PM
Subject: EPA approved the 2012 Porsche/VW CAFE/GHG

Harry,

I'm not sure when we approved it---but the detailed data, letter etc it should be in your EPA mailbox.

Dave

To: Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Good, David
Sent: Tue 10/7/2014 9:17:15 PM
Subject: RE: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf
VW_Group_2015 FEGuide-all rel dates-no-sales-10-2-2014.xlsx

Richard,

Our macro generates 2 rows for all PHEVs & EVs. You can see the data for all other EVs & PHEVs in the download the datafile (PHEV or EV tab) at www.fueleconomy.gov.

Wherever you entered fuel consumption value of 29.0 in Verify, please revise it to zero. (Electric vehicles don't consume any gasoline.) I think you entered the kw-hr/100 mile data correctly---in the mpg fields with different units.

I ran the query around 1PM today. I can run it again whenever you need it.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Tuesday, October 07, 2014 2:53 PM
To: Good, David
Subject: RE: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf

Hi Dave;

Thanks for the information. I have a couple more questions. Why are there two rows for the same e-Golf 109 index? One row seems to have MPGe numbers while the other has kW-hr/100 mile values. Where do I input the fuel consumption number in kW-hr per 100 miles in Verify. I originally put it into the field that I normally put the fuel consumption in MPG, but the message I see from your report said that electric cars should be zero. Where you going to run your audit again for this index?

If you can call tomorrow, I would appreciate it.

Thanks,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Tuesday, October 07, 2014 11:25 AM
To: Thomas, Richard (EEO)
Cc: Giles, Michael (EEO)
Subject: RE: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf

Richard,

I'm sorry----the fuel cost error statements in the dataset are incorrect.

The EPA EV calculator calculates annual fuel cost correctly. I didn't have the calculator results when I sent you the dataset errors. The macro's calculations of $500 annual fuel cost and $8500 5-year savings are wrong.

The spreadsheet calculations are based on the equation in 600.311-12(e). In that equation, it doesn't make sense to round miles per kW-hr---so that's why the calculator used the unrounded value.

So the values you input into Verify were correct ($550 annual fuel cost and $8250 for the 5-year savings).

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Monday, October 06, 2014 8:27 AM
To: Good, David
Cc: Giles, Michael (EEO)
Subject: RE: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf

Hi Dave;

I assume you are not in today but back on Tuesday. This is what I found, I used the same EPA EV calculator that you sent again and found that the calculator does not use a rounded combined kW-hr/100 mi number but rather an unrounded value of 29.2205 which then multiplied by the 15,000 miles and times the 0.12 cents gives a value of 525.9690 which then rounds to the $550 value I entered into verify. If I use a rounded value of 29 kW-hr/100 mi I get your $500 annual fuel cost value. It appears that Verify uses a rounded value. I also noticed that the unrounded fuel cost number in the calculator takes the unrounded adjusted combine value in miles per kW-hr and not the 29 rounded kW-hr/100 mi value. So maybe the calculator needs to be undated to use the rounded combined kW-hr/100 mile value in the annual fuel cost calculation. What do you think?

Thanks,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Friday, October 03, 2014 3:50 PM
To: Thomas, Richard (EEO)
Subject: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf

Richard,

Our macro picked up a few errors for the eGolf.

I couldn't double check your values since I don't have your spreadsheet calculator for the eGolf (and I didn't bother to look in Verify for the test data). I'll attach a generic EV spreadsheet for your convenience (although I think I've sent it to you before).

I get $500 for the annual fuel cost, as follows:

Ann Fuel Cost = 15,000 miles x 29 kW-hr/100 miles x $0.12 per kW-hr = $522, which rounds to $500.

Dave

EPA comm	VERIFY cc	Model Yr (Mfr Name	Division (t	Carline	Verify Mfr	Index (Mo	Eng Displ	# Cyl
		2015 Volkswage	Audi	A3	VGA	7	1.8	4
Diesel;		2015 Volkswage	Audi	A3	VGA	101	2.0	4
		2015 Volkswage	Audi	A3 Cabriol	VGA	6	1.8	4
		2015 Volkswage	Audi	A3 Cabriol	VGA	5	2.0	4
		2015 Volkswage	Audi	A3 quattro	VGA	4	2.0	4
		2015 Volkswage	Audi	A4	VGA	46	2.0	4
Relabeled. Please include in mo		2015 Volkswage	Audi	A4 quattro	VGA	64	2.0	4
		2015 Volkswage	Audi	A4 quattro	VGA	49	2.0	4
Relabeled. Please include in mo		2015 Volkswage	Audi	A5 Cabriol	VGA	66	2.0	4
Relabeled. Please include in mo		2015 Volkswage	Audi	A5 quattro	VGA	65	2.0	4
		2015 Volkswage	Audi	A5 quattro	VGA	50	2.0	4
		2015 Volkswage	Audi	A6	VGA	47	2.0	4
		2015 Volkswage	Audi	A6 quattro	VGA	48	2.0	4
		2015 Volkswage	Audi	A6 quattro	VGA	72	3.0	6
Diesel;		2015 Volkswage	Audi	A6 quattro	VGA	17	3.0	6
		2015 Volkswage	Audi	A7 quattro	VGA	71	3.0	6
Diesel;		2015 Volkswage	Audi	A7 quattro	VGA	18	3.0	6
		2015 Volkswage	Audi	A8	VGA	40	3.0	6
		2015 Volkswage	Audi	A8	VGA	11	4.0	8
Diesel;		2015 Volkswage	Audi	A8L	VGA	15	3.0	6
		2015 Volkswage	Audi	A8L	VGA	41	3.0	6
		2015 Volkswage	Audi	A8L	VGA	10	4.0	8
		2015 Volkswage	Audi	A8L	VGA	14	6.3	12
		2015 Volkswage	Audi	allroad qu	VGA	68	2.0	4
		2015 Volkswage	Audi	Q3	VGA	62	2.0	4
		2015 Volkswage	Audi	Q3 quattro	VGA	37	2.0	4
		2015 Volkswage	Audi	Q5	VGA	67	2.0	4
		2015 Volkswage	Audi	Q5	VGA	70	3.0	6
Diesel;		2015 Volkswage	Audi	Q5	VGA	16	3.0	6
Hybrid;		2015 Volkswage	Audi	Q5 Hybrid	VGA	63	2.0	4
Diesel;		2015 Volkswage	Audi	Q7	VGA	12	3.0	6
		2015 Volkswage	Audi	Q7	VGA	51	3.0	6
		2015 Volkswage	Audi	R8	VGA	27	4.2	8
		2015 Volkswage	Audi	R8	VGA	29	4.2	8
		2015 Volkswage	Audi	R8	VGA	35	5.2	10
		2015 Volkswage	Audi	R8	VGA	33	5.2	10
		2015 Volkswage	Audi	R8 Spyder	VGA	26	4.2	8
		2015 Volkswage	Audi	R8 Spyder	VGA	28	4.2	8
		2015 Volkswage	Audi	R8 Spyder	VGA	34	5.2	10
		2015 Volkswage	Audi	R8 Spyder	VGA	32	5.2	10
		2015 Volkswage	Audi	RS5	VGA	30	4.2	8
		2015 Volkswage	Audi	RS5 Cabrio	VGA	31	4.2	8
Relabeled. Please include in mo		2015 Volkswage	Audi	RS7	VGA	21	4.0	8
		2015 Volkswage	Audi	S3	VGA	42	2.0	4

	2015	Volkswage	Audi	S4	VGA	73	3.0	6
	2015	Volkswage	Audi	S4	VGA	76	3.0	6
	2015	Volkswage	Audi	S5	VGA	74	3.0	6
	2015	Volkswage	Audi	S5	VGA	77	3.0	6
	2015	Volkswage	Audi	S5 Cabriole	VGA	75	3.0	6
	2015	Volkswage	Audi	S6	VGA	20	4.0	8
	2015	Volkswage	Audi	S7	VGA	19	4.0	8
	2015	Volkswage	Audi	S8	VGA	9	4.0	8
	2015	Volkswage	Audi	SQ5	VGA	69	3.0	6
	2015	Volkswage	Audi	TT Coupe c	VGA	2	2.0	4
	2015	Volkswage	Audi	TT Roadste	VGA	3	2.0	4
	2015	Volkswage	Bentley	Continenta	VGA	24	4.0	8
	2015	Volkswage	Bentley	Continenta	VGA	43	6.0	12
	2015	Volkswage	Bentley	Continenta	VGA	22	4.0	8
	2015	Volkswage	Bentley	Continenta	VGA	45	6.0	12
	2015	Volkswage	Bentley	Flying Spur	VGA	23	4.0	8
	2015	Volkswage	Bentley	Flying Spur	VGA	44	6.0	12
	2015	Volkswage	Bentley	Mulsanne	VGA	61	6.8	8
	2015	Volkswage	Bugatti	Veyron	VGA	60	8.0	16
	2015	Volkswage	Lamborghi	Aventador	VGA	52	6.5	12
	2015	Volkswage	Lamborghi	Aventador	VGA	53	6.5	12
	2015	Volkswage	Lamborghi	Huracan	VGA	25	5.2	10
	2015	Volkswage	Lamborghi	Veneno Rc	VGA	54	6.5	12
	2015	Volkswage	Volkswage	Beetle	VGA	79	1.8	4
	2015	Volkswage	Volkswage	Beetle	VGA	78	1.8	4
	2015	Volkswage	Volkswage	Beetle	VGA	81	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle	VGA	95	2.0	4
	2015	Volkswage	Volkswage	Beetle	VGA	83	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle	VGA	91	2.0	4
	2015	Volkswage	Volkswage	Beetle Con	VGA	80	1.8	4
	2015	Volkswage	Volkswage	Beetle Con	VGA	82	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle Con	VGA	96	2.0	4
	2015	Volkswage	Volkswage	Beetle Con	VGA	84	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle Con	VGA	92	2.0	4
	2015	Volkswage	Volkswage	CC	VGA	58	2.0	4
	2015	Volkswage	Volkswage	CC	VGA	59	2.0	4
	2015	Volkswage	Volkswage	CC 4Motio	VGA	56	3.6	6
	2015	Volkswage	Volkswage	Eos	VGA	36	2.0	4
	2015	Volkswage	Volkswage	Golf	VGA	103	1.8	4
	2015	Volkswage	Volkswage	Golf	VGA	85	1.8	4
Diesel;	2015	Volkswage	Volkswage	Golf	VGA	100	2.0	4
Diesel; Relabeled. Please include	2015	Volkswage	Volkswage	Golf	VGA	104	2.0	4
	2015	Volkswage	Volkswage	GTI	VGA	1	2.0	4
	2015	Volkswage	Volkswage	GTI	VGA	8	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	98	1.8	4

	2015	Volkswage	Volkswage	Jetta	VGA	97	1.8	4
	2015	Volkswage	Volkswage	Jetta	VGA	93	2.0	4
Diesel;	2015	Volkswage	Volkswage	Jetta	VGA	102	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	99	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	86	2.0	4
Diesel;	2015	Volkswage	Volkswage	Jetta	VGA	105	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	94	2.0	4
Hybrid;	2015	Volkswage	Volkswage	Jetta Hybri	VGA	107	1.4	4
	2015	Volkswage	Volkswage	Passat	VGA	90	1.8	4
	2015	Volkswage	Volkswage	Passat	VGA	88	1.8	4
Diesel;	2015	Volkswage	Volkswage	Passat	VGA	89	2.0	4
Diesel;	2015	Volkswage	Volkswage	Passat	VGA	87	2.0	4
	2015	Volkswage	Volkswage	Passat	VGA	55	3.6	6
	2015	Volkswage	Volkswage	Tiguan	VGA	39	2.0	4
	2015	Volkswage	Volkswage	Tiguan 4M	VGA	38	2.0	4
Diesel;	2015	Volkswage	Volkswage	Touareg	VGA	13	3.0	6
	2015	Volkswage	Volkswage	Touareg	VGA	57	3.6	6
Hybrid;	2015	Volkswage	Volkswage	Touareg H	VGA	106	3.0	6
BEV; AnnuY	2015	Volkswage	Volkswage	e-Golf	VGA	109	0.0	
BEV; AnnuY	2015	Volkswage	Volkswage	e-Golf	VGA	109	0.0	

Transmiss	City FE (G	Hwy FE (C	Comb FE	Low'd City	Low'd HW	Low'd Cor	City Unad	Hwy Unad	Comb Una
Auto(AM-S	23	33	27				28.9000	46.6000	34.8580
Auto(AM-S	31	43	36				41.0359	61.6186	48.2955
Auto(AM-S	24	35	28				30.5000	47.0000	36.2224
Auto(AM-S	23	32	26				29.0000	44.2000	34.3094
Auto(AM-S	24	33	27				30.0000	44.6000	35.1828
Auto(AV-S	24	32	27				30.3000	44.6000	35.4089
Auto(S8)	21	30	25				27.1000	42.2000	32.3011
Manual(M	22	32	26				27.5555	43.9180	33.1059
Auto(S8)	21	29	24				26.4000	41.0000	31.4377
Auto(S8)	21	30	25				27.1000	42.2000	32.3011
Manual(M	22	32	26				27.5555	43.9180	33.1059
Auto(AV-S	25	33	28				31.4000	46.9000	36.8857
Auto(S8)	20	29	23				24.8000	40.5000	30.0404
Auto(S8)	18	27	22				23.1369	38.1000	28.1037
Auto(S8)	24	38	29				30.6987	52.4000	37.7304
Auto(S8)	18	28	21				23.0447	37.6000	27.9059
Auto(S8)	24	38	29				30.6987	52.4000	37.7304
Auto(S8)	19	29	22				23.5657	39.6000	28.8162
Auto(S8)	18	30	22				22.5929	39.4000	27.9601
Auto(S8)	24	36	28				29.9399	51.4000	36.8664
Auto(S8)	19	29	22				23.5657	39.6000	28.8162
Auto(S8)	18	29	22				22.2780	39.1000	27.6266
Auto(S8)	14	22	17				17.2000	28.6000	20.9595
Auto(S8)	21	28	24				26.7000	39.2000	31.1732
Auto(S6)	20	29	23				24.8499	40.0000	29.9555
Auto(S6)	20	28	23				24.8000	38.5000	29.5284
Auto(S8)	20	28	23				24.8000	38.6000	29.5548
Auto(S8)	18	26	21				22.8446	35.5000	27.2096
Auto(S8)	24	31	27				29.1832	43.5000	34.2568
Auto(S8)	24	30	26				30.4000	39.9000	34.0480
Auto(S8)	19	28	22				22.8000	39.1000	28.0649
Auto(S8)	16	22	18				19.4000	30.0000	23.0678
Auto(AM-S	14	23	17				16.4549	29.7195	20.5904
Manual(M	11	20	14				13.6544	24.3877	17.0265
Auto(AM-S	13	22	16				15.4000	28.8067	19.4796
Manual(M	12	19	14				13.7000	23.4475	16.8527
Auto(AM-S	14	23	17				16.4549	29.7195	20.5904
Manual(M	11	20	14				13.6544	24.3877	17.0265
Auto(AM-S	13	22	16				15.4000	28.8067	19.4796
Manual(M	12	19	14				13.7000	23.4475	16.8527
Auto(AM-S	16	23	18				19.1000	30.0000	22.8332
Auto(AM-S	16	22	18				19.2000	28.9000	22.6159
Auto(S8)	15	25	18				17.8763	33.1739	22.5584
Auto(AM-S	23	31	26				28.5000	41.5000	33.1767

vided) s [600.314-08 s states label values must not change for entire model year, except for 600.507(a) and 600.314-0
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Auto(AM-S	18	28	21	22.4000	35.8000	26.9372
Manual(M	17	26	20	20.0000	33.4000	24.4063
Auto(AM-S	18	28	21	22.4000	35.8000	26.9372
Manual(M	17	26	20	20.0000	33.4000	24.4063
Auto(AM-S	18	26	21	22.1000	34.7000	26.4165
Auto(AM-S	17	27	20	20.7366	35.2072	25.4423
Auto(AM-S	17	27	20	20.7366	35.2072	25.4423
Auto(S8)	17	27	20	19.9000	36.4000	24.9995
Auto(S8)	17	24	19	20.8000	32.9000	24.9252
Auto(AM-S	22	31	26	28.3669	42.1911	33.2728
Auto(AM-S	22	31	26	28.3669	42.1911	33.2728
Auto(S8)	15	25	19	19.1000	33.5000	23.6806
Auto(S8)	12	21	15	15.4000	28.3000	19.3741
Auto(S8)	14	24	17	17.3000	31.8000	21.7662
Auto(S8)	12	20	15	14.4000	26.7000	18.1658
Auto(S8)	14	24	17	17.3000	31.8000	21.7662
Auto(S8)	12	20	15	14.4000	26.7000	18.1658
Auto(S8)	11	18	13	12.9000	21.8000	15.8033
Auto(AM-S	8	15	10	10.0000	17.9000	12.4782
Auto(AM-S	11	18	13	12.6000	25.2000	16.2581
Auto(AM-S	10	16	12	11.5000	21.2000	14.4817
Auto(AM-S	14	20	16	16.8000	25.5000	19.8471
Auto(AM-S	11	17	13	12.5000	22.7000	15.6681
Auto(S6)	25	33	28	31.8064	46.0926	36.9616
Manual(M	24	33	27	30.3689	46.0618	35.8679
Auto(AM-S	24	30	26	29.1689	42.3558	33.9213
Auto(AM-S	31	41	34	40.2000	57.8000	46.5830
Manual(M	23	31	26	27.7589	43.4112	33.1352
Manual(M	31	41	34	40.0000	57.8000	46.4350
Auto(S6)	24	32	27	30.6903	45.4713	35.9488
Auto(AM-S	23	29	25	28.8902	40.8000	33.2591
Auto(AM-S	30	40	34	39.7000	56.5000	45.8327
Manual(M	23	31	26	27.7589	43.4112	33.1352
Manual(M	30	40	34	38.7000	57.2000	45.2919
Auto(AM-S	22	31	25	26.9290	42.1849	32.1632
Manual(M	21	32	25	25.6435	43.4548	31.4431
Auto(S6)	17	25	20	20.5000	33.5000	24.8373
Auto(AM-S	22	30	25	27.5000	41.5000	32.4219
Auto(S6)	25	36	29	32.5000	51.1000	38.8661
Manual(M	25	37	30	32.6000	52.5000	39.3042
Auto(AM-S	31	43	36	41.0359	61.6186	48.2955
Manual(M	30	45	36	39.9000	64.5000	48.1668
Auto(AM-S	25	33	28	30.7000	45.3000	35.9078
Manual(M	25	34	28	30.0000	46.4000	35.6740
Auto(S6)	25	37	30	32.7401	52.6000	39.4414

dv provided). [600.314-08 states label values must not change for entire model year except for 600.507(a) and 600

Manual(M	25	37	29	32.3787	52.4790	39.1216
Auto(AM-S	24	32	27	29.5595	44.4600	34.8093
Auto(AM-S	31	45	36	41.3000	64.1000	49.1703
Auto(S6)	23	34	26	28.7000	47.5000	34.9193
Manual(M	25	34	28	29.3000	49.6000	35.9145
Manual(M	31	46	36	40.2000	65.6000	48.6823
Manual(M	23	33	26	28.2801	45.1600	33.9987
Auto(AM-S	42	48	45	57.5000	65.3000	60.7663
Auto(S6)	24	36	28	31.2000	50.5769	37.6995
Manual(M	24	35	28	30.9734	49.8831	37.3437
Auto(AM-S	30	42	34	38.7000	59.9000	46.0312
Manual(M	30	44	35	39.0000	62.4000	46.9173
Auto(AM-S	20	28	23	23.9000	37.3000	28.5088
Auto(S6)	21	26	23	25.9873	36.0386	29.7169
Auto(S6)	20	26	23	25.7711	36.0238	29.5565
Auto(S8)	20	29	23	24.1000	41.0000	29.5883
Auto(S8)	17	23	19	21.3000	31.6000	24.9612
Auto(S8)	20	24	21	25.1000	33.1000	28.1631
Auto(A1)	125	165	145	179.0000	150.2000	164.8000
Auto(A1)	27	32	29	18.8274	22.4370	20.4517

ery packs exceed 4; please list battery packs, not cells; Error-- combined unadjusted FE more than 0.0001 difference

ery packs exceed 4; please list battery packs, not cells; Error-- combined unadjusted FE more than 0.0001 difference

City Unrd	Hwy Unrd	Comb Unr	Guzzler?	Air Aspir I	Air Aspira	Trans	Trans Des	Trans, Otl	# Gears
23.4556	33.3421	27.0673		TC	Turbochar	AMS	Automatec		6
31.1996	43.0359	35.6064		TC	Turbochar	AMS	Automatec		6
24.3444	34.5845	28.0867		TC	Turbochar	AMS	Automatec		6
23.3120	31.5429	26.4136		TC	Turbochar	AMS	Automatec		6
24.0818	32.6198	27.2970		TC	Turbochar	AMS	Automatec		6
23.6858	31.6788	26.7189		TC	Turbochar	SCV	Selectable		8
21.5584	30.0427	24.5522		TC	Turbochar	SA	Semi-Auto		8
22.1972	32.0693	25.7665		TC	Turbochar	M	Manual		6
20.8442	29.2228	23.9313		TC	Turbochar	SA	Semi-Auto		8
21.5584	30.0427	24.5522		TC	Turbochar	SA	Semi-Auto		8
22.1972	32.0693	25.7665		TC	Turbochar	M	Manual		6
24.5044	32.5529	27.5721		TC	Turbochar	SCV	Selectable		8
19.6106	28.8603	22.9156		TC	Turbochar	SA	Semi-Auto		8
18.3949	27.2332	21.5408		SC	Supercha	SA	Semi-Auto		8
24.4094	38.0485	29.1042		TC	Turbochar	SA	Semi-Auto		8
18.0028	27.5267	21.3226		SC	Supercha	SA	Semi-Auto		8
24.4094	38.0485	29.1042		TC	Turbochar	SA	Semi-Auto		8
18.6853	29.3211	22.3303		SC	Supercha	SA	Semi-Auto		8
18.2315	29.5343	22.0244		TC	Turbochar	SA	Semi-Auto		8
23.8727	36.3252	28.2271		TC	Turbochar	SA	Semi-Auto		8
18.6853	29.3211	22.3303		SC	Supercha	SA	Semi-Auto		8
17.9485	28.5015	21.5369		TC	Turbochar	SA	Semi-Auto		8
13.8358	21.9706	16.6020	G	NA	Naturally A	SA	Semi-Auto		8
21.0646	27.9892	23.7037		TC	Turbochar	SA	Semi-Auto		8
19.6619	28.5380	22.8617		TC	Turbochar	SA	Semi-Auto		6
19.7028	28.0105	22.7375		TC	Turbochar	SA	Semi-Auto		6
19.6619	27.5771	22.5781		TC	Turbochar	SA	Semi-Auto		8
17.8443	25.5746	20.6536		SC	Supercha	SA	Semi-Auto		8
23.6266	31.3636	26.5783		TC	Turbochar	SA	Semi-Auto		8
24.0075	29.7936	26.3065		TC	Turbochar	SA	Semi-Auto		8
18.7400	27.6200	21.9099		TC	Turbochar	SA	Semi-Auto		8
15.5983	21.6157	17.8322		SC	Supercha	SA	Semi-Auto		8
13.5631	22.5823	16.5348	G	NA	Naturally A	AMS	Automatec		7
11.4565	20.0560	14.1955	G	NA	Naturally A	M	Manual		6
12.9942	22.2057	15.9766	G	NA	Naturally A	AMS	Automatec		7
11.7338	19.4192	14.2763	G	NA	Naturally A	M	Manual		6
13.5631	22.5823	16.5348	G	NA	Naturally A	AMS	Automatec		7
11.4565	20.0560	14.1955	G	NA	Naturally A	M	Manual		6
12.9942	22.2057	15.9766	G	NA	Naturally A	AMS	Automatec		7
11.7338	19.4192	14.2763	G	NA	Naturally A	M	Manual		6
15.7409	23.3075	18.4339		NA	Naturally A	AMS	Automatec		7
15.8793	22.1836	18.2078		NA	Naturally A	AMS	Automatec		7
14.5210	25.1577	17.9525		TC	Turbochar	SA	Semi-Auto		8
23.1833	30.7065	26.0560		TC	Turbochar	AMS	Automatec		6

8(e)(4) reasons: Please revise release date to the effective date when vehicles were relabelled;

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18.1170	27.5580	21.4190	SC	Supercharg	AMS	Automatec	7
17.0438	26.0230	20.1767	SC	Supercharg	M	Manual	6
18.1170	27.5580	21.4190	SC	Supercharg	AMS	Automatec	7
17.0438	26.0230	20.1767	SC	Supercharg	M	Manual	6
17.6699	25.9530	20.6333	SC	Supercharg	AMS	Automatec	7
16.7533	26.9042	20.1794	TC	Turbochar	AMS	Automatec	7
16.7533	26.9042	20.1794	TC	Turbochar	AMS	Automatec	7
16.5369	26.7008	19.9551	TC	Turbochar	SA	Semi-Auto	8
16.7285	23.6581	19.2682	SC	Supercharg	SA	Semi-Auto	8
22.3665	31.1759	25.6242	TC	Turbochar	AMS	Automatec	6
22.3665	31.1759	25.6242	TC	Turbochar	AMS	Automatec	6
15.2087	25.3816	18.5553	TC	Turbochar	SA	Semi-Auto	8
12.4737	21.0866	15.2827	G	TC	Turbochar	SA	Semi-Auto	8
13.8190	23.8488	17.0447	G	TC	Turbochar	SA	Semi-Auto	8
12.0228	20.0478	14.6643	G	TC	Turbochar	SA	Semi-Auto	8
13.8190	23.8488	17.0447	G	TC	Turbochar	SA	Semi-Auto	8
12.0228	20.0478	14.6643	G	TC	Turbochar	SA	Semi-Auto	8
10.5402	17.7129	12.8889	G	TC	Turbochar	SA	Semi-Auto	8
8.4232	14.7698	10.4424	G	TC	Turbochar	AMS	Automatec	7
10.6055	18.4729	13.1199	G	NA	Naturally A	AMS	Automatec	7
9.7957	16.2453	11.9264	G	NA	Naturally A	AMS	Automatec	7
14.0224	20.0427	16.2140	G	NA	Naturally A	AMS	Automatec	7
10.6353	16.9743	12.7836	G	NA	Naturally A	AMS	Automated	7
24.7637	32.6943	27.7980	TC	Turbochar	SA	Semi-Auto	6
23.7579	32.6943	27.0899	TC	Turbochar	M	Manual	5
23.6856	29.5929	26.0232	TC	Turbochar	AMS	Automatec	6
30.6516	40.5292	34.4273	TC	Turbochar	AMS	Automatec	6
22.6980	30.6082	25.6850	TC	Turbochar	M	Manual	6
30.5143	40.5292	34.3319	TC	Turbochar	M	Manual	6
23.9740	32.2876	27.1159	TC	Turbochar	SA	Semi-Auto	6
22.7135	28.5529	25.0157	TC	Turbochar	AMS	Automatec	6
30.3081	39.6674	33.9083	TC	Turbochar	AMS	Automatec	6
22.6980	30.6082	25.6850	TC	Turbochar	M	Manual	6
29.6183	40.1317	33.5766	TC	Turbochar	M	Manual	6
21.8993	30.8310	25.1821	TC	Turbochar	AMS	Automatec	6
20.6665	31.8238	24.5378	TC	Turbochar	M	Manual	6
16.9415	25.2190	19.8774	NA	Naturally A	SA	Semi-Auto	6
21.7634	30.1121	24.8658	TC	Turbochar	AMS	Automatec	6
25.2640	36.0643	29.1989	TC	Turbochar	SA	Semi-Auto	6
25.3353	37.0021	29.5244	TC	Turbochar	M	Manual	5
31.1996	43.0359	35.6064	TC	Turbochar	AMS	Automatec	6
30.4450	44.9307	35.6137	TC	Turbochar	M	Manual	6
24.6434	32.6158	27.6891	TC	Turbochar	AMS	Automatec	6
24.9095	34.2917	28.4070	TC	Turbochar	M	Manual	6
25.4066	37.0689	29.5967	TC	Turbochar	SA	Semi-Auto	6

.31.08(s)(4) reasons.] Please revise release date to the effective date when vehicles were relabelled;

25.1926	37.0021	29.4176	TC	Turbochar¡M	Manual	5
23.5744	31.8670	26.7012	TC	Turbochar¡AMS	Automatec	6
31.4045	44.6752	36.2501	TC	Turbochar¡AMS	Automatec	6
22.5269	33.6412	26.4608	NA	Naturally ASA	Semi-Auto	6
24.6629	33.9684	28.1307	NA	Naturally AM	Manual	5
30.6516	45.6549	35.9711	TC	Turbochar¡M	Manual	6
22.8950	32.6159	26.4413	TC	Turbochar¡M	Manual	6
42.0354	48.2310	44.6144	TC	Turbochar¡AMS	Automatec	7
24.3335	35.7288	28.4112	TC	Turbochar¡SA	Semi-Auto	6
24.1899	35.2585	28.1693	TC	Turbochar¡M	Manual	5
29.6183	41.9168	34.1237	TC	Turbochar¡AMS	Automatec	6
29.8256	43.5614	34.7575	TC	Turbochar¡M	Manual	6
19.7174	27.8048	22.6868	NA	Naturally AAMS	Automatec	6
20.5496	25.7855	22.6161	TC	Turbochar¡SA	Semi-Auto	6
20.3807	25.8019	22.5089	TC	Turbochar¡SA	Semi-Auto	6
19.6490	28.9961	22.9829	TC	Turbochar¡SA	Semi-Auto	8
17.0411	22.7325	19.2048	NA	Naturally ASA	Semi-Auto	8
19.8843	23.7762	21.4655	SC	Supercha¡SA	Semi-Auto	8
125.3000	109.1000	115.3000		A	Automatic	1
26.8994	32.0573	29.2205		A	Automatic	1

from our calculation of 164.7818.; Error- for EVs adjusted combined fuel consumption must be 0 and voluntarily incr

from our calculation of 164.7818.; Error- for EVs adjusted combined fuel consumption must be 0 and voluntarily incr

Lockup Tc	Trans Cre	Drive Sys	Drive Des	Primary B	Max Ethar	Max Biodi	Range1 - I	Fuel Usag	Fuel Usag
tomated Ma	nual with	paddles)	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel D	FVGAV02.0	VAL	5		DU	Diesel, ultr
tomated Ma	nual with	paddles)	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
MT with pad	dles)	F	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		422	GP	Gasoline (F
N	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		406	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		422	GP	Gasoline (F
N	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
MT with pad	dles)	F	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAJ03.0	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAV03.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV04.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAV03.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV04.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV06.3	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		406	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		455	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAT02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAT03.0	NU3	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAT03.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV04.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV02.(	15			GP	Gasoline (F

tomated Ma	nual with	paddles)	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
N	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
N	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV04.(	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV02.(	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV02.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV06.(	85	357	GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV06.(	85	357	GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV06.(	85	357	GP	Gasoline (F
Y	N	R	2-Wheel DFVGAV06.8	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV08.(	15		GPR	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV06.5	15		GPR	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV06.5	15		GPR	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel IFVGAV05.2	15		GP	Gasoline (F
tomated Manual with paddles)			All Wheel IFVGAV06.	15		GPR	Gasoline (I
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
N	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
N	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
N	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
tomated Ma	nual with	paddles)	2-Wheel DFVGAJ02.0	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAJ02.0	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV03.(	15		GP	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
N	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
N	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
tomated Ma	nual with	paddles)	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F

N	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.(	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
Y	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
N	N	F	2-Wheel D	FVGAV02.(	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV01.4	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
N	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
Y	N	F	2-Wheel D	FVGAV03.(	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAJ02.0	15	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	15	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAT03.0NU2	5	DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAT03.(	15	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAT03.(	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV00.0VZZ	83	EL	Electricity
Y	N	F	2-Wheel D	FVGAV00.0VZZ	83	EL	Electricity

eased adjusted combined fuel consumption must be blank--Please revise Verify as needed.

eased adjusted combined fuel consumption must be blank--Please revise Verify as needed.

Fuel Unit	Fuel Unit	Gas Guzz	Gas Guzz	2Dr Pass	2Dr Lugg	4Dr Pass	4Dr Lugg	Htchbk Pa	Htchbk Lu
MPG	miles per gal	Unleaded Recommended)	Not exempt			86	12		
MPG	miles per gal	ulfur (15 ppm maximum)	Not exempt			86	12		
MPG	miles per gal	Unleaded Recommended)	Not exempt	79	10				
MPG	miles per gal	Unleaded Recommended)	Not exempt	79	10				
MPG	miles per gal	Unleaded Recommended)	Not exempt			86	10		
MPG	miles per gal	Unleaded Recommended)	Not exempt			91	12		
MPG	miles per gal	Unleaded Recommended)	Not exempt			91	12		
MPG	miles per gal	Unleaded Recommended)	Not exempt			91	12		
MPG	miles per gal	Unleaded Recommended)	Not exempt	81	10				
MPG	miles per gal	Unleaded Recommended)	Not exempt	84	12				
MPG	miles per gal	Unleaded Recommended)	Not exempt	84	12				
MPG	miles per gal	Unleaded Recommended)	Not exempt			98	16		
MPG	miles per gal	Unleaded Recommended)	Not exempt			98	16		
MPG	miles per gal	Unleaded Recommended)	Not exempt			98	16		
MPG	miles per gal	ulfur (15 ppm maximum)	Not exempt			98	16		
MPG	miles per gal	Unleaded Recommended)	Not exempt					94	25
MPG	miles per gal	ulfur (15 ppm maximum)	Not exempt					94	25
MPG	miles per gal	Unleaded Recommended)	Not exempt			100	15		
MPG	miles per gal	Unleaded Recommended)	Not exempt			100	15		
MPG	miles per gal	ulfur (15 ppm maximum)	Not exempt			107	15		
MPG	miles per gal	Unleaded Recommended)	Not exempt			107	15		
MPG	miles per gal	Unleaded Recommended)	Not exempt			107	15		
MPG	miles per gal	Unleaded Recommended)	Not exempt			107	15		
MPG	miles per gal	Unleaded Recommended)	Not exempt			90	28		
MPG	miles per gal	Unleaded Recommended)	Not exempt					84	17
MPG	miles per gal	Unleaded Recommended)	Not exempt					84	17
MPG	miles per gal	Unleaded Recommended)	Truck						
MPG	miles per gal	Unleaded Recommended)	Truck						
MPG	miles per gal	ulfur (15 ppm maximum)	Truck						
MPG	miles per gal	Unleaded Recommended)	Truck						
MPG	miles per gal	ulfur (15 ppm maximum)	Truck						
MPG	miles per gal	Unleaded Recommended)	Truck						
MPG	miles per gal	Unleaded Recommended)	Not exempt						
MPG	miles per gal	Unleaded Recommended)	Not exempt						
MPG	miles per gal	Unleaded Recommended)	Not exempt						
MPG	miles per gal	Unleaded Recommended)	Not exempt						
MPG	miles per gal	Unleaded Recommended)	Not exempt						
MPG	miles per gal	Unleaded Recommended)	Not exempt						
MPG	miles per gal	Unleaded Recommended)	Not exempt						
MPG	miles per gal	Unleaded Recommended)	Not exempt						
MPG	miles per gal	Unleaded Recommended)	Not exempt	84	13				
MPG	miles per gal	Unleaded Recommended)	Not exempt	81	10				
MPG	miles per gal	Unleaded Recommended)	Not exempt					94	25
MPG	miles per gal	Unleaded Recommended)	Not exempt			86	10		

Unleaded Recommended)	MPG	miles per gal	Not exempt			90	13	
Unleaded Recommended)	MPG	miles per gal	Not exempt			90	13	
Unleaded Recommended)	MPG	miles per gal	Not exempt	84	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	84	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	81	10			
Unleaded Recommended)	MPG	miles per gal	Not exempt			98	16	
Unleaded Recommended)	MPG	miles per gal	Not exempt					94 25
Unleaded Recommended)	MPG	miles per gal	Not exempt			100	15	
Unleaded Recommended)	MPG	miles per gal	Truck					
Unleaded Recommended)	MPG	miles per gal	Not exempt	74	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt					
Unleaded Recommended)	MPG	miles per gal	Not exempt	89	11			
Unleaded Recommended)	MPG	miles per gal	Not exempt	89	11			
Unleaded Recommended)	MPG	miles per gal	Not exempt	86	7			
Unleaded Recommended)	MPG	miles per gal	Not exempt	86	7			
Unleaded Recommended)	MPG	miles per gal	Not exempt	102	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	102	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt			101	11	
Unleaded Required)	MPG	miles per gal	Not exempt					
Unleaded Required)	MPG	miles per gal	Not exempt					
Unleaded Required)	MPG	miles per gal	Not exempt					
Unleaded Recommended)	MPG	miles per gal	Not exempt					
Unleaded Required)	MPG	miles per gal	Not exempt					
Unleaded Recommended)	MPG	miles per gal	Not exempt					85 15
Unleaded Recommended)	MPG	miles per gal	Not exempt					85 15
Unleaded Recommended)	MPG	miles per gal	Not exempt					85 15
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt					85 15
Unleaded Recommended)	MPG	miles per gal	Not exempt					85 15
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt					85 15
Unleaded Recommended)	MPG	miles per gal	Not exempt	81	7			
Unleaded Recommended)	MPG	miles per gal	Not exempt	81	7			
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt	81	7			
Unleaded Recommended)	MPG	miles per gal	Not exempt	81	7			
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt	81	7			
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	77	11			
Unleaded Recommended)	MPG	miles per gal	Not exempt					93 16
Unleaded Recommended)	MPG	miles per gal	Not exempt					93 16
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt					93 16
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt					93 16
Unleaded Recommended)	MPG	miles per gal	Not exempt					93 16
Unleaded Recommended)	MPG	miles per gal	Not exempt					93 16
Unleaded Recommended)	MPG	miles per gal	Not exempt			94	16	

MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	ulfur (15 ppm maximum)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	ulfur (15 ppm maximum)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	102	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	102	16	
MPG	miles per gN	ulfur (15 ppm maximum)	Not exempt	102	16	
MPG	miles per gN	ulfur (15 ppm maximum)	Not exempt	102	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	102	16	
MPG	miles per gT	Unleaded Recommended)	Truck			
MPG	miles per gT	Unleaded Recommended)	Truck			
MPG	miles per gT	ulfur (15 ppm maximum)	Truck			
MPG	miles per gT	Unleaded Recommended)	Truck			
MPG	miles per gT	Unleaded Recommended)	Truck			
MPG	miles per gN		Not exempt		91	17
KW-HR/10	kilowatt-hoN		Not exempt		91	17

Annual Fu	EPA Calcu	Comment	City2 FE (U	Hwy2 Fue	Comb2 Fu	Low'd City	Low'd Hw	Low'd Cor	City2 Una
2100	2100	corrected fuel unit price, engine configuration number changed to #1 for 1.8L engine code CN							
1550	1550	hwy label value correction, Bio-Diesel Max 5%							
2050	2050	refresh release date, corrected interior volumes, fuel unit price correction, engine configurati							
2200	2200	refreshed release date, interior volume corrected, engine configuration changed to #2 for 2.0							
2100	2100	carline interior volumes corrected from 2 door to 4 door, engine configuration number chang							
2100	2100								
2300	2300	manuf con	15	22	18				19.5
2200	2200								
2400	2400	eng code c	15	21	17				19
2300	2300	manuf con	15	22	18				19.5
2200	2200								
2050	2050								
2500	2500								
2600	2600								
1950	1950								
2700	2700								
1950	1950								
2600	2600								
2600	2600								
2000	2000								
2600	2600								
2600	2600	FUEL AND GHG RATING CORRECTED TO 5							
3350	3350	5-yr fuel cost corrected							
2400	2400	manuf con	15	21	17				19.2
2500	2500	Corrected CO2 typos, corrected round error for highway rounded adjusted CO2 value							
2500	2500	Eng division correction							
2500	2500		14	19	16				17.4
2700	2700	5yr fuel cost corrected							
2100	2100	Corrected unrounded unadjusted highway and combined CO2 values							
2200	2200	corrected stop/start indicator, zero set for 5-yr fuel saved instead of zero for spending							
2550	2550								
3150	3150	corrected highway CO2 adj value							
3350	3350								
4050	4050								
3550	3550								
4050	4050								
3350	3350								
4050	4050								
3550	3550								
4050	4050								
3150	3150								
3150	3150								
3150	3150	Relabel, 50/50 weighting of best and worse (D&S) testing							
2200	2200	5yr fuel savings set to zero instead of spending							

2700	2700				
2850	2850				
2700	2700				
2850	2850				
2700	2700				
2850	2850	maximum ethanol corrected			
2850	2850	maximum ethanol corrected			
2850	2850	S/S indicator to yes, back to NO.			
3000	3000				
2200	2200	changed engine configuration number after Verify reassigned numbers on CSI after addition o			
2200	2200	changed engine configuration number after Verify reassigned numbers on CSI after addition o			
3000	3000	release date change to March			
3800	3800	9	15	11	10.5
3350	3350	data substitution corrected to no for eng code CYCA, release date change to March			
3800	3800	9	15	11	10.5
3350	3350	release date change to March			
3800	3800	9	15	11	10.5
4400	4400				
5700	5700	eng code correction			
4400	4400				
4750	4750				
3550	3550	Release date change			
4400	4400	corrected carline to Veneno Roadster 477			
1900	1900				
1950	1950	corrected combined unrounded unadj value			
2200	2200	corrected combined unadjusted unrounded value type			
1650	1650	Bio-Diesel Max 5% correction			
2200	2200				
1650	1650	Bio-Diesel Max 5% correction			
1950	1950				
2300	2300				
1650	1650	Bio-Diesel Max 5% correction			
2200	2200				
1650	1650	Bio-Diesel Max 5% correction			
2300	2300				
2300	2300				
2850	2850				
2300	2300				
1800	1800				
1750	1750				
1550	1550	hwy label value corrected, Bio-Diesel Max 5%			
1550	1550	relabel with EPA confirmatory tests, Bio-Diesel Max 5%			
2050	2050	SMOG corrected to 9 as this is a nationwide Tier 2 BIN 2 and Calif PZEV.....engine code correc			
2050	2050	engine code correction to 211 hp code			
1750	1750				

1800	1800 fuel consumption and CO2 unadj unrounded corrected, max Ethanol to 15%
2100	2100 5 yr fuel savings corrected
1550	1550 release date change, Bio-Diesel Max 5% correction
2000	2000
1900	1900
1550	1550 Bio-Diesel Max 5% correction
2200	2200
1250	1250 Start/stop indicator corrected to yes
1900	1900 rounded adjusted highway CO2 rounding error corrected
1900	1900
1650	1650 EPA confirmatory tests numbers for city highway US06 now included, no label value changes,
1600	1600 corrected CO2 values and annual fuel cost corrected, Bio-Diesel Max 5% correction
2500	2500
2500	2500 max Ethanol set to 15%
2500	2500
2450	2450 corrected fuel economy rating to 5
3000	3000
2700	2700 S/S set to yes
550	500 trans type corrected on CSI to rid warnings on label
550	500 trans type corrected on CSI to rid warnings on label

Hwy2 Unit	Comb2	Cmb2 Unit	Hwy2	Unit	Cmb2 Unit	Range2 -	Fuel2 Usa	Fuel2 Usa	Fuel2 Unit	Fuel2 Unit

SB.

on changed to #1 for 1.8L engine code CNSB
L engine code CNTC.
ed to #2 for 2.0L engine code CNTC, GHG rating corrected

30.8	23.356	15.3563	21.9111	17.7451	304	E	Ethanol (E8	MPG	miles per g
30	22.7545	15.0024	21.384	17.3296	287	E	Ethanol (E8	MPG	miles per g
30.8	23.356	15.3563	21.9111	17.7451	304	E	Ethanol (E8	MPG	miles per g
28.8	22.5882	15.1507	20.5603	17.1855	287	E	Ethanol (E8	MPG	miles per g
27.1	20.7407	13.7947	19.3602	15.8444	317	E	Ethanol (E8	MPG	miles per g

f a model running change, this label includes two engine configuration numbers: #2 for engine code CETA and # 4 f
f a model running change, this label includes two engine configuration numbers: #2 for engine code CETA and # 4 f

20.8	13.5107	8.8115	15.1054	10.8449	262	E	Ethanol (E	MPG miles per g
20.5	13.4531	8.6127	14.7094	10.5874	262	E	Ethanol (E	MPG miles per g
20.5	13.4531	8.6127	14.7094	10.5874	262	E	Ethanol (E	MPG miles per g

ted

EPA reprocessed their confirmatory city and highway tests - corrected unrounded MPG results entered, Bio-Diesel

Alternative Fuel Fuel2 AltmCity CO2	Hwy CO2	Comb CO2	Fuel2 EPA	Descripto	Intake Val	Exhaust V	Carline Cl	Carline Cl
				SIDI;	2	23		Subcompa
					2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI;	2	24		Compact C
2600	400	281	347	2600	SIDI; Unde	2	24	Compact C
				SIDI;	2	24		Compact C
2750	410	288	355	2750	SIDI; Unde	2	23	Subcompa
2600	400	281	347	2600	SIDI; Unde	2	23	Subcompa
				SIDI;	2	23		Subcompa
				SIDI;	2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
					2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
					2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
					2	26		Large Cars
				SIDI;	2	26		Large Cars
				SIDI;	2	26		Large Cars
				SIDI;	2	26		Large Cars
2750	406	300	358	2750	SIDI; FFV;	2	27	Small Stati
				SIDI;	2	24		Compact C
				SIDI;	2	24		Compact C
2900	450	320	392	2900	SIDI; FFV;	2	231	Small SUV 4WD
				SIDI;	2	231		Small SUV 4WD
					2	231		Small SUV 4WD
				SIDI;	2	231		Small SUV 4WD
					2	233		Standard SUV 4W
				SIDI;	2	233		Standard SUV 4W
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI; Unde	2	25		Midsize Ca
				SIDI;	2	23		Subcompa

					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	23	Subcompa
					SIDI;	2	23	Subcompa
					SIDI;	2	23	Subcompa
					SIDI;	2	25	Midsize Ca
					SIDI;	2	25	Midsize Ca
					SIDI;	2	25	Midsize Ca
					SIDI;	2	231	Small SUV 4WD
or engine code CDMA and all TT models.					SIDI;	2	23	Subcompa
or engine code CDMA and all TT models.					SIDI;	2	21	Two Seate
					SIDI;	2	24	Compact C
4250	711	410	576	4250	FFV;	2	24	Compact C
					SIDI;	2	23	Subcompa
4250	726	421	589	4250	FFV;	2	23	Subcompa
					SIDI;	2	25	Midsize Ca
4250	726	421	589	4250	FFV;	2	25	Midsize Ca
						1	15	Midsize Ca
						2	21	Two Seate
						2	21	Two Seate
						2	21	Two Seate
					SIDI & PFI;	2	21	Two Seate
						2	21	Two Seate
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
						2	24	Compact C
					SIDI;	2	24	Compact C
						2	24	Compact C
					SIDI;	2	23	Subcompa
					SIDI;	2	23	Subcompa
						2	23	Subcompa
					SIDI;	2	23	Subcompa
						2	23	Subcompa
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	23	Subcompa
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
						2	24	Compact C
					Under EPA	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C

	SIDI;	2	24	Compact C
	SIDI;	2	24	Compact C
		2	24	Compact C
		1	14	Compact C
		1	14	Compact C
		2	24	Compact C
	SIDI;	2	24	Compact C
	SIDI;	2	24	Compact C
	SIDI;	2	25	Midsize Ca
	SIDI;	2	25	Midsize Ca
Max 5% correction		2	25	Midsize Ca
		2	25	Midsize Ca
	SIDI;	2	25	Midsize Ca
	SIDI;	2	230	Small SUV 2WD
	SIDI;	2	231	Small SUV 4WD
		2	233	Standard SUV 4W
	SIDI;	2	233	Standard SUV 4W
	SIDI;	2	233	Standard SUV 4W
			4	Compact C
			4	Compact C

SC	Car/Truck	Calc Appr	Sales	Release D	EPA FE Label Dataset	Unique La	Label Rec	Relabel	Relabel D
	car	Vehicle Specific 5-cycle	2/25/2014	16011	[redacted]	N	N		
	car	Derived 5-cycle label	7/28/2014	16973		N	N		
	car	Vehicle Specific 5-cycle	6/4/2014	16013		N	N		
	car	Vehicle Specific 5-cycle	6/4/2014	16012		N	N		
	car	Vehicle Specific 5-cycle	1/15/2014	16197		N	N		
	car	Derived 5-cycle label	6/9/2014	15670		N	N		
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined;	car	Derived 5-cycle label	7/25/2014	16780		N	Y	RL	Relabel; la
	car	Vehicle Specific 5-cycle	6/9/2014	15675		N	N		
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined;	car	Derived 5-cycle label	8/22/2014	16989		N	Y	RH	Relabel; la
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined;	car	Derived 5-cycle label	7/25/2014	16782		N	Y	RL	Relabel; la
	car	Vehicle Specific 5-cycle	6/9/2014	15676		N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15673		N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15674		N	N		
	car	Derived 5-cycle label	6/9/2014	16062		N	N		
	car	Vehicle Specific 5-cycle	6/10/2014	15458		N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	16061		N	N		
	car	Vehicle Specific 5-cycle	6/10/2014	15459		N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15647		N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15385		N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15456		N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15648		N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15386		N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	16699		N	N		
ons	car	Derived 5-cycle label	6/9/2014	16637		N	N		
	car	Derived 5-cycle label	8/4/2014	16057		N	N		
	car	Vehicle Specific 5-cycle	8/4/2014	15650		N	N		
		Derived 5-cycle label	6/9/2014	16034		N	N		
		Vehicle Specific 5-cycle	6/9/2014	16700		N	N		
		Vehicle Specific 5-cycle	6/10/2014	15460		N	N		
		Vehicle Specific 5-cycle	6/9/2014	16701		N	N		
	D	Vehicle Specific 5-cycle	6/4/2014	15408		N	N		
	D	Derived 5-cycle label	6/9/2014	15711		N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15493		N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15497		N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15601		N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15598		N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15492		N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15496		N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15600		N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15597		N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15589		N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15590		N	N		
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined;	car	Vehicle Specific 5-cycle	2/25/2014	16705		N	Y	RL	Relabel; la
	car	Vehicle Specific 5-cycle	8/4/2014	16702		N	N		

car	Vehicle Specific 5-cycle label	6/9/2014	16064	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	6/9/2014	16067	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	6/9/2014	16065	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	6/9/2014	16068	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	6/9/2014	16066	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	6/2/2014	15576	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	6/2/2014	15575	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	5/15/2014	15400	[redacted]	N	N	
	Vehicle Specific 5-cycle label	6/9/2014	16059	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	1/15/2014	16014	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	1/15/2014	16015	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	3/28/2014	15558	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	5/15/2014	15654	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	3/28/2014	15557	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	5/15/2014	15661	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	3/28/2014	15559	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	5/15/2014	15659	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	5/1/2014	15737	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	5/23/2014	15692	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/4/2014	15678	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/4/2014	15681	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	5/12/2014	15599	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/4/2014	16523	[redacted]	N	N	
car	Derived 5-cycle label	7/28/2014	16085	[redacted]	N	N	
car	Derived 5-cycle label	7/28/2014	16169	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/28/2014	16170	[redacted]	N	N	
car	Derived 5-cycle label	8/25/2014	16979	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/28/2014	16092	[redacted]	N	N	
car	Derived 5-cycle label	8/25/2014	16981	[redacted]	N	N	
car	Derived 5-cycle label	7/28/2014	16086	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/28/2014	16088	[redacted]	N	N	
car	Derived 5-cycle label	8/25/2014	16978	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/28/2014	16093	[redacted]	N	N	
car	Derived 5-cycle label	8/25/2014	16980	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/14/2014	15689	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/14/2014	15690	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/14/2014	15687	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/14/2014	15602	[redacted]	N	N	
car	Derived 5-cycle label	7/28/2014	16492	[redacted]	N	N	
car	Derived 5-cycle label	7/28/2014	16198	[redacted]	N	N	
car	Derived 5-cycle label	7/28/2014	16974	[redacted]	N	N	
car	Derived 5-cycle label	8/8/2014	16572	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	4/1/2014	16903	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	4/1/2014	16904	[redacted]	N	N	
car	Derived 5-cycle label	8/25/2014	16429	[redacted]	N	N	

nomy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined. | | | | | | | | Relabel - la

car	Derived 5-cycle label	8/25/2014	17017	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16703	N	N
car	Derived 5-cycle label	8/4/2014	16976	N	N
car	Derived 5-cycle label	8/25/2014	16450	N	N
car	Vehicle Specific 5-cycle label	8/25/2014	16222	N	N
car	Derived 5-cycle label	7/28/2014	16977	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16381	N	N
car	Derived Vehicle Specific 5-cycle	8/26/2014	17131	N	N
car	Derived 5-cycle label	7/14/2014	16393	N	N
car	Derived 5-cycle label	7/14/2014	16273	N	N
car	Derived 5-cycle label	7/14/2014	16982	N	N
car	Derived 5-cycle label	7/28/2014	16983	N	N
car	Vehicle Specific 5-cycle label	5/26/2014	15686	N	N
	Derived 5-cycle label	7/14/2014	17018	N	N
	Derived 5-cycle label	7/14/2014	15611	N	N
D	Vehicle Specific 5-cycle label	9/15/2014	15417	N	N
D	Derived 5-cycle label	8/1/2014	15688	N	N
D	Derived 5-cycle label	9/15/2014	16838	N	N
car	Electric Vehicle 2-cycle label	11/6/2014	17235	N	N
car	Electric Vehicle 2-cycle label	11/6/2014	17235	N	N

Suppress	Police/Em	Comment	Cyl Deact	Cyl Deact	Var Valve	Var Valve	Var Valve	Var Valve	Energy St
N	N	1.8L Engin	N		Y	CONTINUC	N		
N	N	Engine Coc	N		N	N			
N	N	1.8L Engin	N		Y	CONTINUC	N		
N	N	2.0L Engin	N		Y	CONTINUC	Y	Audi Valve	
N	N	2.0L Engin	N		Y	CONTINUC	Y	Audi Valve	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
ne decreased	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
ne increased	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
ne decreased	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	Y	Deactivatic	Y	Continuou	Y	Multi-lobe	
N	N	N			N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	Y	Deactivatic	Y	Continuou	Y	Multi-lobe	
N	N	Engine Coc	Y	12 to 6 cyli	Y	Intake and	N		
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	Battery(s)
N	N	Engine cod	N		N	N			
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	Engine Coc	N		Y	Continuou	N		
N	N	Engine Coc	N		Y	Continuou	N		
ne decreased	N	Engine Coc	Y	Deactivatic	Y	Continuou	Y	Multi-lobe	
N	N	Engine Coc	N		Y	CONTINUC	Y	Audi Valve	

N	N	Engine Coc	N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc	N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc	N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc	N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc	N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc	Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc	Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc	Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc	N	Y	CONTINUCY	AUDI VALV
N	N	Generatior	N	Y	CONTINUCY	AUDI VALV
N	N	Generatior	N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc	Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc	N	Y	INLET AND N	
N	N	Engine Coc	Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc	N	Y	INLET AND N	
N	N	Engine Coc	Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc	N	Y	INLET AND N	
N	N	Y		Cylinder d Y	Variation c N	
N	N	Engine Coc	N	Y	INLET AND N	
N	N	Engine Coc	Y	ELECTRON Y	HYDRAULI N	
N	N	Engine Coc	Y	ELECTRON Y	HYDRAULI N	
N	N	ENGINE CC	N	Y	INLET AND N	
N	N	Engine Co	Y	ELECTRO Y	HYDRAUL N	
N	N	Engine Coc	N	Y	MECANICA N	
N	N	Engine Coc	N	Y	MECANICA N	
N	N	Engine Coc	N	Y	MECANICA N	
N	N	Engine Coc	N	N	N	
N	N	Engine Coc	N	Y	MECANICA N	
N	N	Engine Coc	N	N	N	
N	N	Engine Coc	N	Y	MECANICA N	
N	N	Engine Coc	N	Y	MECANICA N	
N	N	Engine Coc	N	N	N	
N	N	Engine Coc	N	Y	MECANICA N	
N	N	Engine Coc	N	N	N	
N	N	N		Y	position of N	
N	N	N		Y	position of N	
N	N	N		Y	position of N	
N	N	N		Y	CONTINUC N	
N	N	1.8L Engin	N	Y	CONTINUC N	
N	N	1.8L Engin	N	Y	CONTINUC N	
N	N	Engine Coc	N	N	N	
N	N	Engine Coc	N	N	N	
N	N	2.0L Engin	N	Y	CONTINUCY	Audi Valve
N	N	2.0L Engin	N	Y	CONTINUCY	Audi Valve
N	N	Engine Coc	N	Y	MECANICA N	

ne decreased

N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	Y	MECANICA	N	
N	N		N	Y	MECANICA	N	Battery(s)
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	N		N	
N	N	Engine cod	N	Y	Electronic	N	
N	N		N	Y	position of	N	
N	N		N	Y	position of	N	
N	N	Engine Coc	N	N		N	
N	N		N	Y	INTAKE / E	N	
N	N	V6 CYLIND	N	Y	MECANICA	N	Battery(s)
N	N						Battery(s)
N	N						Battery(s)

each for Highway label

evice Desc	# Batteries	Battery Ty	Battery Ty	Total Volt	Batt Ener	Batt Spec	Batt Char	Comment	# Capacit
Energy St									

onv.

alves to a valve lift of zero (all valves closed), the fuel injection and ignition are deactivated and the engine is stopped. This is a valve lift of zero (all valves closed), the fuel injection and ignition are deactivated and the engine is stopped.

alves to a valve lift of zero (all valves closed), the fuel injection and ignition are deactivated and the engine is stopped. This is a valve lift of zero (all valves closed), the fuel injection and ignition are deactivated and the engine is stopped.
tolled and hydraulically adjusted.

1	Lithium Ior	266	5.00	37.0	On-Board

EMENT
EMENT
ECHANICAL-HYDRAULIC
ECHANICAL-HYDRAULIC
EMENT
EMENT
ECHANICAL-HYDRAULIC
ECHANICAL-HYDRAULIC

alves to a valve lift of zero (all valves closed), the fuel injection and ignition are deactivated and the engine is stopped. This is a valve lift of zero (all valves closed), the fuel injection and ignition are deactivated and the engine is stopped.
valves only

alves on a single camshaft. No change in valve overlaps.
C/HADS(2)-FMS configuration is in the Bugati Veyron and Grand Sport.
ONTINUOUSLY VVT
ONTINUOUSLY VVT
ECHANICAL-HYDRAULIC
VALVED CONTROL
AMS
AMS
AMS
onv.
AMS
onv.
AMS
AMS
onv.
AMS
onv.
controlled and hydraulically adjusted
controlled and hydraulically adjusted
controlled and hydraulically adjusted
onv.
onv.
AMS

AMS					
AMS					
onv.					
onv.					
AMS					
ND OUTLET CAMS	1	Lithium Ior	220	5.00	27.0 On-Board
AMS					
AMS					
onv.					
onv.					
controlled and hydraulically adjusted					
controlled and hydraulically adjusted					
LICALLY AND CONTROLLED ELECTRONICALLY					
AMS	1	NiMH	288	6.00	21.5 On-Board
	27	Lithium Ion	361	75.00	76.2 Off-Board
	27	Lithium Ion	361	75.00	76.2 Off-Board

Regen Bra	Regen Bra	Regen Bra	Driver Cnt	Fuel Cell I	Usable H2	Fuel Cell (	HEV-EV C	# Drive M	Motor Ger
ed above 3									
ed above 3									
Electrical R		Both	Y					1	AC Inducti
ed above 3									

rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km
est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km
est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

Electrical R	BRAKE PEC	Front Whe	Y	1 Other
Other	BRAKE PEC	Both	N	1 Other
Electrical F		Front Whe	Y	1 Other
Electrical F		Front Whe	Y	1 Other

Motor Ger	Rated Mot	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Cell V	Off Board	Camless V	Oil Viscosi
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
h				GDI	Spark Ignit			N	5W30 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
h				GDI	Spark Ignit			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit	N		N	5W40
				GDI	Spark Ignit	N		N	5W40
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W30 VW
		40		GDI	Spark Ignit	N	N	N	5W40 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	5W30 VW
				GDI	Spark Ignit			N	5W30 VW
h				GDI	Spark Ignit			N	5W30 VW
				GDI	Spark Ignit	N		N	5W40

	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
h	GDI	Spark Ignit	N	5W30 VW
h	GDI	Spark Ignit	N	5W30 VW
h	GDI	Spark Ignit	N	5W30 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit N	N	5W40
	GDI	Spark Ignit N	N	5W40
h	GDI	Spark Ignit	N	5W30 VW
	MFI	Multipoint N	N	5W30 VW
h	GDI	Spark Ignit	N	5W30 VW
	MFI	Multipoint N	N	5W30 VW
h	GDI	Spark Ignit	N	5W30 VW
	MFI	Multipoint N	N	5W30 VW
	MFI	Multipoint	N	0W40 / VV
	MFI	Multipoint	N	10W60 VV
	MFI	Multipoint	N	5W30 VW
	MFI	Multipoint	N	5W30 VW
	GDPI	Spark Ignit	N	5W30 VW
	MFI	Multipoint/S	N	5W30 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W-40 VW
	GDI	Spark Ignit	N	5W40 / VV
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW

		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		MFI	Multipoint			N	5W40 VW
		MFI	Multipoint			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
3 PHASE PI	28	GDI	Spark Ignit	N	N	N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		CRDI	Common R			N	5W30 VW
		GDI	Spark Ignit			N	5W40 VW
3 PHASE CI	34	GDI	Spark Ignit	N	N	N	5W40 VW
Synchron I	85			N	Y		
Synchron I	85			N	Y		

Stop/Start	Stop/Start	Trans in FE	Trans as I	Model Typ	Charge De	Charge De	Charge Su	Charge Su	EPA Calcul
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AV-S	Auto(AV-S						
N	No	Auto(S8)	Auto(S8)						
N	No	Manual(M	Manual(M						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Manual(M	Manual(M						
N	No	Auto(AV-S	Auto(AV-S	Audi A6 C\					
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)	Audi A6 qu					
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	50700 Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	50700 Yes	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S6)	Auto(S6)						
N	No	Auto(S6)	Auto(S6)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)	Audi Q7					
N	No	Auto(AM-S	Auto(AM-S						
N	No	Manual(M	Manual(M						
M	50500 No	Auto(AM-S	Auto(AM-S						
M	50500 No	Manual(M	Manual(M						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Manual(M	Manual(M						
M	50500 No	Auto(AM-S	Auto(AM-S						
M	50500 No	Manual(M	Manual(M						
N	50700 No	Auto(AM-S	Auto(AM-S						
N	50700 No	Auto(AM-S	Auto(AM-S						
N	50700 No	Auto(S8)	Auto(S8)						
N	No	Auto(AM-S	Auto(AM-S						

N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N50700	No	Auto(AM-S	Auto(AM-S
N50700	No	Auto(AM-S	Auto(AM-S
N50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N	No	Auto(AM-S	Auto(AM-STT Coupe c
N	No	Auto(AM-S	Auto(AM-STT Coupe c
N50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
NVW50500	No	Auto(S8)	Auto(S8)
N 50500	No	Auto(AM-S	Auto(AM-S
Y50700	Yes	Auto(AM-S	Auto(AM-S
Y50700	Yes	Auto(AM-S	Auto(AM-S
N	No	Auto(AM-S	Auto(AM-S
N50700	No	Auto(AM-S	Auto(AM-SVENENO
N	No	Auto(S6)	Auto(S6)
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Manual(M	Manual(M
N	No	Auto(S6)	Auto(S6)
N	No	Auto(AM-S	Auto(AM-S
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(S6)	Auto(S6)
N	No	Auto(AM-S	Auto(AM-S
N	No	Auto(S6)	Auto(S6)
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(S6)	Auto(S6)

N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Auto(S6)	Auto(S6)	Jetta Base
N	No	Manual(M	Manual(M	
N	No	Manual(M	Manual(M	
N	No	Manual(M	Manual(M	
Y	Yes	Auto(AM-S	Auto(AM-S	
N	No	Auto(S6)	Auto(S6)	
N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Auto(S6)	Auto(S6)	Tiguan fro
N	No	Auto(S6)	Auto(S6)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
Y	Yes	Auto(S8)	Auto(S8)	Touareg H
N	No	Auto(A1)	Auto(A1)	
N	No	Auto(A1)	Auto(A1)	

[illegible]	EPA Calculated Gas G	[illegible]	[illegible] (GHG Ratin	#1 Smog R	#1 Mfr Sm	#1 EPA Sm	SmartWay
34.9		7	7	FVGAV02.(	9		
48.3		8	8	FVGAV02.(	5		
36.2		7	7	FVGAV02.(	9		
34.3		6	6	FVGAV02.(	9		
35.2		7	7	FVGAV02.(	9		
35.4		7	7	FVGAV02.(	5		
32.3		6	6	FVGAJ02.0	5		
33.1		6	6	FVGAV02.(	5		
31.4		6	6	FVGAJ02.0	5		
32.3		6	6	FVGAJ02.0	5		
33.1		6	6	FVGAV02.(	5		
36.9		7	7	FVGAV02.(	5		
30.0		5	5	FVGAV02.(	5		
28.1		5	5	FVGAJ03.0	5		
37.7		7	6	FVGAJ03.0	5		
27.9		5	5	FVGAJ03.0	5		
37.7		7	6	FVGAJ03.0	5		
28.8		5	5	FVGAV03.(	5		
28.0		5	5	FVGAV04.(	5		
36.9		7	6	FVGAJ03.0	5		
28.8		5	5	FVGAV03.(	5		
27.6		5	5	FVGAV04.(	5		
21.1		4	4	FVGAV06.3	5		
31.2		6	6	FVGAJ02.0	5		
30.0		5	5	FVGAV02.(	5		
29.5		5	5	FVGAV02.(	5		
29.6		5	5	FVGAJ02.0	5		
27.2		5	5	FVGAJ03.0	5		
34.3		7	5	FVGAJ03.0	5		
34.0		6	6	FVGAT02.(	5		
28.1		5	4	FVGAT03.(	5		
23.1		4	4	FVGAT03.(	5		
20.7		4	4	FVGAV04.2	5		
17.2		2	2	FVGAV04.2	5		
19.6		3	3	FVGAV05.2	5		
17.0		2	2	FVGAV05.2	5		
20.7		4	4	FVGAV04.2	5		
17.2		2	2	FVGAV04.2	5		
19.6		3	3	FVGAV05.2	5		
17.0		2	2	FVGAV05.2	5		
22.8		4	4	FVGAV04.2	5		
22.6		4	4	FVGAV04.2	5		
22.6		4	4	FVGAV04.(	5		
33.2		6	6	FVGAV02.(	5		

26.9	[redacted]	5	5 FVGAJ03.0	5
23.5		5	5 FVGAJ03.0	5
26.9		5	5 FVGAJ03.0	5
23.5		5	5 FVGAJ03.0	5
26.4		5	5 FVGAJ03.0	5
25.4		5	5 FVGAV04.(	5
25.4		5	5 FVGAV04.(	5
25.0		5	5 FVGAV04.(	5
24.9		4	4 FVGAJ03.0	5
33.3		6	6 FVGAV02.(	5
33.3		6	6 FVGAV02.(	5
23.7		4	4 FVGAV04.(	5
19.5		3	3 FVGAV06.(	5
21.9		4	4 FVGAV04.(	5
18.3		3	3 FVGAV06.(	5
21.9		4	4 FVGAV04.(	5
18.3		3	3 FVGAV06.(	5
15.9		1	1 FVGAV06.8	5
12.6		1	1 FVGAV08.(	5
16.4		1	1 FVGAV06.5	5
14.6		1	1 FVGAV06.5	5
20.0		3	3 FVGAV05.2	5
15.8		1	1 FVGAV06.	5
37.0		7	7 FVGAV02.(	7
35.9		7	7 FVGAV02.(	7
33.9		6	6 FVGAV02.(	7
46.6		8	7 FVGAV02.(	5
33.1		6	6 FVGAV02.(	7
46.4		8	7 FVGAV02.(	5
35.9		7	7 FVGAV02.(	7
33.3		6	6 FVGAV02.(	7
45.8		8	7 FVGAV02.(	5
33.1		6	6 FVGAV02.(	7
45.3		8	7 FVGAV02.(	5
32.2		6	6 FVGAJ02.0	5
31.4		6	6 FVGAJ02.0	5
24.8		5	5 FVGAV03.(	5
32.4		6	6 FVGAV02.(	5
38.9		7	7 FVGAV02.(	9
39.3		7	7 FVGAV02.(	9
48.3		8	8 FVGAV02.(	5
48.2		8	8 FVGAV02.(	5
35.9		7	7 FVGAV02.(	9
35.8		7	7 FVGAV02.(	9
39.4		7	7 FVGAV02.(	7

38.4	[redacted]	7	7	FVGAV02.(7
34.8		7	7	FVGAV02.(7
49.2		8	8	FVGAV02.(5
34.9		6	6	FVGAV02.(5
35.9		7	7	FVGAV02.(5
48.7		8	8	FVGAV02.(5
34.0		6	6	FVGAV02.(7
60.8		10	10	FVGAV01.4 7
37.7		7	7	FVGAV02.(7
37.3		7	7	FVGAV02.(7
46.2		8	7	FVGAV02.(5
46.9		8	7	FVGAV02.(5
28.5		5	5	FVGAV03.(5
29.7		5	5	FVGAJ02.0 5
29.6		5	5	FVGAJ02.0 5
29.6		5	5	FVGAT03.(5
25.0		4	4	FVGAT03.(5
28.2		5	5	FVGAT03.(5
		10	10	FVGAV00. 10
		10	10	FVGAV00. 10

#3 Smog R #3 Mfr Sm #3 EPA Sm SmartWay #4 Smog R #4 Mfr Sm

FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	7
FVGAV02.(	7
FVGAV02.(	5

FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5

[illegible]	You Save$	You Spend$	City CO2 R	Hwy CO2 R	Comb CO2	CO2- Volu	CO2- Volu	CO2-Vol In
	500		379	267	328			
	3250		326	236	285			
	750		362	256	314			
	0		379	280	334			
	500		366	271	323			
	500		374	280	332			
		500	415	295	361			
	0		398	277	343			
		1000	424	303	370			
		500	415	295	361			
	0		398	277	343			
	750		360	272	320			
		1500	452	306	386			
		2000	482	326	412			
	1250		416	267	349			
		2500	493	321	416			
	1250		416	267	349			
		2000	473	303	397			
		2000	484	299	401			
	1000		426	280	360			
		2000	473	303	397			
		2000	492	310	410			
		5750	640	403	534			
		1000	420	317	373			
		1500	451	313	389			
		1500	446	316	387			
		1500	452	322	393			
		2500	496	347	429			
	500		430	328	385			
	0		369	298	337			
		1750	541	369	464			
		4750	570	409	498			
		5750	656	394	538			
		9250	772	439	622			
		6750	686	400	557			
		9250	753	454	618			
		5750	656	394	538			
		9250	772	439	622			
		6750	686	400	557			
		9250	753	454	618			
		4750	562	379	480			
		4750	558	398	486			
		4750	614	355	497			
	0		381	289	340			

	2500	488	321	413
	3250	519	341	439
	2500	488	321	413
	3250	519	341	439
	2500	500	341	428
	3250	531	330	441
	3250	531	330	441
	3250	534	331	442
	4000	528	373	458
0		395	284	345
0		395	284	345
	4000	580	347	475
	8000	710	421	580
	5750	638	370	517
	8000	736	443	604
	5750	638	370	517
	8000	736	443	604
	11000	840	501	688
	17500	1050	599	847
	11000	836	481	676
	12750	902	547	742
	6750	629	441	544
	11000	831	523	692
1500		357	270	318
1250		372	270	326
0		377	302	343
2750		332	251	295
0		393	292	347
2750		333	251	296
1250		369	274	326
	500	392	314	357
2750		335	256	300
0		393	292	347
2750		344	254	303
	500	402	284	349
	500	428	278	361
	3250	523	351	446
	500	405	292	354
2000		352	247	305
2250		350	240	300
3250		326	236	285
3250		334	227	286
750		358	271	319
750		355	258	311
2250		347	238	298

2000		351	239	301
500		379	281	334
3250		324	228	281
1000		395	265	337
1500		357	259	313
3250		332	223	283
0		389	274	338
4750		212	185	200
1500		363	247	311
1500		366	251	314
2750		344	243	298
3000		341	234	293
	1500	449	319	390
	1500	431	344	392
	1500	435	344	394
	1250	517	351	442
	4000	520	391	462
	2500	447	372	413
8250		0	0	0
8250		0	0	0

[illegible]	[illegible]	[illegible]	[illegible]	240V Char	120V Char	PHEV Tota
309.0	191.0	255.9	378.7	267.1	328.5
247.7	165.1	210.5	325.6	236.3	285.4
289.0	188.0	243.6	362.1	255.5	314.1
305.0	200.0	257.8	378.6	280.1	334.3
294.0	198.0	250.8	366.0	271.0	323.2
292.0	199.0	250.2	373.7	280.2	331.6
327.0	210.0	274.4	415.0	295.0	361.0
321.2	202.4	267.7	398.0	276.6	343.4
335.0	216.0	281.4	424.4	303.1	369.8
327.0	210.0	274.4	415.0	295.0	361.0
321.2	202.4	267.7	398.0	276.6	343.4
282.0	189.0	240.2	360.0	272.0	320.4
358.0	219.0	295.4	452.0	306.0	386.3
383.5	233.0	315.8	481.7	326.0	411.6
331.0	194.0	269.4	415.7	267.3	348.9
385.0	236.0	318.0	492.9	320.9	415.6
331.0	194.0	269.4	415.7	267.3	348.9
376.5	225.0	308.3	473.4	302.9	396.7
391.0	224.0	315.9	483.9	299.0	400.7
339.0	198.0	275.6	425.6	280.1	360.1
376.5	225.0	308.3	473.4	302.9	396.7
396.0	226.0	319.5	492.3	309.7	410.1
515.0	310.0	422.8	640.3	403.3	533.6
331.0	226.0	283.8	419.7	316.6	373.3
357.5	223.0	297.0	451.0	312.5	388.7
357.0	230.0	299.9	445.6	315.7	387.1
358.0	230.0	300.4	451.6	321.9	393.2
390.0	251.0	327.4	496.0	347.0	429.0
348.0	231.0	295.4	430.5	328.5	384.6
380.0	223.0	309.4	369.0	298.0	337.0
446.0	260.0	362.3	541.0	369.0	463.6
458.0	295.0	384.6	569.6	409.5	497.6
540.6	299.8	432.3	656.3	394.3	538.4
651.3	362.7	521.4	771.6	439.1	622.0
577.0	309.4	456.6	685.6	400.2	557.2
646.3	377.5	525.3	753.1	454.0	618.5
540.6	299.8	432.3	656.3	394.3	538.4
651.3	362.7	521.4	771.6	439.1	622.0
577.0	309.4	456.6	685.6	400.2	557.2
646.3	377.5	525.3	753.1	454.0	618.5
466.0	296.0	389.5	562.0	379.0	479.6
463.0	307.0	392.8	558.0	398.0	486.0
499.5	269.5	396.0	613.8	354.8	497.3
311.0	214.0	267.4	381.4	289.2	339.9

396.0	248.0	329.4	488.0	321.0	412.8
443.0	266.0	363.4	519.0	341.0	438.9
396.0	248.0	329.4	488.0	321.0	412.8
443.0	266.0	363.4	519.0	341.0	438.9
401.0	256.0	335.8	500.0	341.0	428.4
427.7	252.5	348.9	530.7	330.5	440.6
427.7	252.5	348.9	530.7	330.5	440.6
444.0	243.0	353.6	534.0	330.6	442.5
427.0	269.0	355.9	528.0	372.7	458.1
312.7	210.3	266.6	395.4	284.3	345.4
312.7	210.3	266.6	395.4	284.3	345.4
462.0	263.0	372.4	580.0	347.0	475.2
576.0	314.0	458.1	709.5	420.8	579.6
511.0	278.0	406.2	638.3	369.6	517.4
617.0	333.0	489.2	736.3	442.9	604.3
511.0	278.0	406.2	638.3	369.6	517.4
617.0	333.0	489.2	736.3	442.9	604.3
690.0	408.0	563.1	840.4	501.0	687.7
885.0	495.0	709.5	1050.0	599.0	847.0
705.0	353.0	546.6	836.0	481.0	676.2
771.0	418.0	612.2	902.0	547.0	742.2
524.0	346.0	443.9	628.6	441.0	544.2
708.0	392.0	565.8	831.0	523.0	692.4
277.9	191.7	239.1	357.0	270.4	318.0
290.3	191.7	245.9	371.7	270.4	326.1
306.6	211.2	263.7	377.1	302.3	343.4
253.0	176.0	218.4	331.8	251.0	295.4
322.0	206.1	269.8	392.7	291.6	347.2
254.0	176.0	218.9	333.0	251.0	296.1
287.7	194.3	245.7	368.6	273.9	326.0
308.8	219.0	268.4	392.5	313.5	357.0
256.0	180.0	221.8	335.4	256.4	299.8
322.0	206.1	269.8	392.7	291.6	347.2
263.0	178.0	224.8	343.6	253.7	303.2
327.7	209.1	274.3	402.3	284.1	349.2
347.4	204.8	283.2	428.4	278.4	360.9
434.0	265.0	358.0	523.0	351.0	445.6
321.0	213.0	272.4	404.7	291.7	353.9
274.0	174.0	229.0	352.4	246.5	304.7
272.0	169.0	225.6	350.1	239.8	300.5
247.7	165.1	210.5	325.6	236.3	285.4
255.0	158.0	211.4	334.2	226.8	285.9
288.0	195.0	246.2	358.0	270.7	318.7
294.0	191.0	247.7	354.6	257.9	311.1
269.6	168.0	223.9	347.2	238.5	298.3

272.8	168.4	225.8	351.0	239.0	300.6	
302.4	201.2	256.9	378.6	280.6	334.5	
246.0	159.0	206.8	323.6	228.1	280.6	
310.0	188.0	255.1	394.9	265.4	336.6	
302.0	179.0	246.6	356.6	259.3	312.8	
253.0	155.0	208.9	331.8	222.7	282.7	
316.2	198.2	263.1	389.2	274.4	337.5	
155.0	136.0	146.4	211.9	184.8	199.7	
283.0	174.7	234.3	363.0	247.5	311.0	
285.3	177.3	236.7	365.8	251.0	314.1	
263.0	170.0	221.2	343.6	242.9	298.3	
261.0	163.0	217.0	341.3	233.5	292.8	
372.0	238.0	311.7	449.0	319.0	390.5	
340.8	246.4	298.3	431.3	344.0	392.0	
343.9	246.4	300.0	435.0	344.0	394.0	
422.0	248.0	343.7	517.0	351.0	442.3	
416.0	281.0	355.2	520.1	390.6	461.8	
354.0	267.0	314.8	446.9	371.8	413.1	
0	0	0	0	0	0	4.0
0	0	0	0	0	0	4.0

[illegible]	Comb Vol Higher	Final Labe	EPA_FUEL	EPA_GHG	EPA_AMT
N	3.7	3.7			
N	2.8	2.8			
N	3.6	3.6			
N	3.8	3.8			
N	3.7	3.7			
N	3.7	3.7			
N	4.0	4.0			
N	3.8	3.8			
N	4.2	4.2			
N	4.0	4.0			
N	3.8	3.8			
N	3.6	3.6			
N	4.3	4.3			
N	4.5	4.5			
N	3.4	3.4			
N	4.8	4.8			
N	3.4	3.4			
N	4.5	4.5			
N	4.5	4.5			
N	3.6	3.6			
N	4.5	4.5			
N	4.5	4.5			
N	5.9	5.9			
N	4.2	4.2			
N	4.3	4.3			
N	4.3	4.3			
N	4.3	4.3			
N	4.8	4.8			
N	3.7	3.7			
N	3.8	3.8			
N	4.5	4.5			
N	5.6	5.6			
N	5.9	5.9			
N	7.1	7.1			
N	6.2	6.2			
N	7.1	7.1			
N	5.9	5.9			
N	7.1	7.1			
N	6.2	6.2			
N	7.1	7.1			
N	5.6	5.6			
N	5.6	5.6			
N	5.6	5.6			
N	3.8	3.8			

N	4.8	4.8
N	5.0	5.0
N	4.8	4.8
N	5.0	5.0
N	4.8	4.8
N	5.0	5.0
N	5.0	5.0
N	5.0	5.0
N	5.3	5.3
N	3.8	3.8
N	3.8	3.8
N	5.3	5.3
N	6.7	6.7
N	5.9	5.9
N	6.7	6.7
N	5.9	5.9
N	6.7	6.7
N	7.7	7.7
N	10.0	10.0
N	7.7	7.7
N	8.3	8.3
N	6.2	6.2
N	7.7	7.7
N	3.6	3.6
N	3.7	3.7
N	3.8	3.8
N	2.9	2.9
N	3.8	3.8
N	2.9	2.9
N	3.7	3.7
N	4.0	4.0
N	2.9	2.9
N	3.8	3.8
N	2.9	2.9
N	4.0	4.0
N	4.0	4.0
N	5.0	5.0
N	4.0	4.0
N	3.4	3.4
N	3.3	3.3
N	2.8	2.8
N	2.8	2.8
N	3.6	3.6
N	3.6	3.6
N	3.3	3.3

N	3.4	3.4
N	3.7	3.7
N	2.8	2.8
N	3.8	3.8
N	3.6	3.6
N	2.8	2.8
N	3.8	3.8
N	2.2	2.2
N	3.6	3.6
N	3.6	3.6
N	2.9	2.9
N	2.9	2.9
N	4.3	4.3
N	4.3	4.3
N	4.3	4.3
N	4.3	4.3
N	5.3	5.3
N	4.8	4.8
N	29.0	29.0
N	29.0	29.0

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To: richard.thomas@vw.com[richard.thomas@vw.com]
From: Good, David
Sent: Tue 10/7/2014 9:21:14 PM
Subject: FW: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf [Please send me the EPA calculator with the eGolf data entered---so I can double check your calculations] NNTO

From: Good, David
Sent: Tuesday, October 07, 2014 5:17 PM
To: 'Thomas, Richard (EEO)'
Subject: RE: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf

Richard,

Our macro generates 2 rows for all PHEVs & EVs. You can see the data for all other EVs & PHEVs in the download the datafile (PHEV or EV tab) at www.fueleconomy.gov.

Wherever you entered fuel consumption value of 29.0 in Verify, please revise it to zero. (Electric vehicles don't consume any gasoline.) I think you entered the kw-hr/100 mile data correctly---in the mpg fields with different units.

I ran the query around 1PM today. I can run it again whenever you need it.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Tuesday, October 07, 2014 2:53 PM
To: Good, David
Subject: RE: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf

Hi Dave;

Thanks for the information. I have a couple more questions. Why are there two rows for the same e-Golf 109 index? One row seems to have MPGe numbers while the other has kW-hr/100 mile values. Where do I input the fuel consumption number in kW-hr per 100 miles in Verify. I originally put it into the field that I normally put the fuel consumption in MPG, but the message I see from your report said that electric cars should be zero. Where you going to run your audit again for this index?

If you can call tomorrow, I would appreciate it.

Thanks,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Tuesday, October 07, 2014 11:25 AM
To: Thomas, Richard (EEO)
Cc: Giles, Michael (EEO)
Subject: RE: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf

Richard,

I'm sorry----the fuel cost error statements in the dataset are incorrect.

The EPA EV calculator calculates annual fuel cost correctly. I didn't have the calculator results when I sent you the dataset errors. The macro's calculations of $500 annual fuel cost and $8500 5-year savings are wrong.

The spreadsheet calculations are based on the equation in 600.311-12(e). In that equation, it doesn't make sense to round miles per kW-hr---so that's why the calculator used the unrounded

value.

So the values you input into Verify were correct ($550 annual fuel cost and $8250 for the 5-year savings).

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Monday, October 06, 2014 8:27 AM
To: Good, David
Cc: Giles, Michael (EEO)
Subject: RE: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf

Hi Dave;

I assume you are not in today but back on Tuesday. This is what I found, I used the same EPA EV calculator that you sent again and found that the calculator does not use a rounded combined kW-hr/100 mi number but rather an unrounded value of 29.2205 which then multiplied by the 15,000 miles and times the 0.12 cents gives a value of 525.9690 which then rounds to the $550 value I entered into verify. If I use a rounded value of 29 kW-hr/100 mi I get your $500 annual fuel cost value. It appears that Verify uses a rounded value. I also noticed that the unrounded fuel cost number in the calculator takes the unrounded adjusted combine value in miles per kW-hr and not the 29 rounded kW-hr/100 mi value. So maybe the calculator needs to be undated to use the rounded combined kW-hr/100 mile value in the annual fuel cost calculation. What do you think?

Thanks,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Friday, October 03, 2014 3:50 PM
To: Thomas, Richard (EEO)
Subject: 2015 FE Guide - Data in Verify as of Oct 2, 2014 - including the eGolf

Richard,

Our macro picked up a few errors for the eGolf.

I couldn't double check your values since I don't have your spreadsheet calculator for the eGolf (and I didn't bother to look in Verify for the test data). I'll attach a generic EV spreadsheet for your convenience (although I think I've sent it to you before).

I get $500 for the annual fuel cost, as follows:

Ann Fuel Cost = 15,000 miles x 29 kW-hr/100 miles x $0.12 per kW-hr = $522, which rounds to $500.

Dave

To: Mazaitis, Vincent[mazaitis.vincent@epa.gov]; Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Giles, Michael (EEO)[michael.giles@vw.com]
From: Rodgers, William (EEO)
Sent: Wed 10/8/2014 1:12:25 PM
Subject: VW e_Golf Test Vehicle

Hello Vince and Jim,

I wanted to let you know that the VW e-Golf will be picked-up from your facility today, subsequent to our delivery of a car for the technology event.

Thank you again for your assistance over the last couple of days.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Wed 10/8/2014 1:25:45 PM
Subject: 2015 Volkswagen e-Golf Label
e-Golf label.xlsm

Hi Dave;

I have attached the EPA calculator for the e-Golf. The two configuration kW-hr/100 mile values were sales weighted arithmetically averaged together before inserting them into this calculator as you told me previously over the phone. I am still a little uncertain about unrounded values so if you run the audit again this morning I may be able to figure out which values are in error if it discovers some.

It looks like now the testing at EPA for this e-Golf certification car has been waived as of late yesterday evening.

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

Derived 5-cycle MPG Calculations For Electric Vehicles

Please Enter: From VW-----VW Modified the EPA generic calculator---uses VW's ASTM rounding macro

Model Year: 2015 Values in Yellow fill are used on FE Labels (window stickers)

Manufacturer Name: Volkswagen Group of America

Model Name avg two configs

Test Date:

I. Calculate Electric vehicle FE Label city, Hwy, Combined FE values using the 2008 (derived 5-cycle) method and the 30% cap method:

Enter unadjusted unrounded kW-hr/100mi Values (in red text blocks) as determined from SAE J1634:

		City (round mpg to 0.1mpg)	Highway (round mpg to 0.1mpg)	Combined Calculated unadjusted combined	Units
Elect veh FE	unrounded kW-hr/100 mi	18.7915	22.4056	20.4178	kW-hr/100 mi
Elect veh FE	converted to mpg	**179.4**	**150.4**	165.0765	mpg

2008 FE Label method (Derived 5-cycle)

	Derived 5-cycle City	Derived 5-cycle Hwy	Adjusted Combined	Units	
Calculate derived 5-cycle mpg:	**101.6**	**96.8**	**99.4**	mpg	
convert back to kW-hr/100 mi:	**33.2**	**34.8**	**33.9**	**kW-hr/100 mi Derived 5-cycle**	=from avg both config
Percent adjustment mpg:	**43.4%**	**35.6%**	**39.8%**	percent	
MPG w/ 30% Cap	125.6	105.3	115.5536	MPGe with 30 % Cap	
convert back to kW-hr/100 mi:	26.8395	32.0146	29.1683	kW-hr/100 mi w/30 % Cap	
			29.2		
2014 Label Values:					
Rounded MPG w/30% cap:	126	105	116		
Rounded kW-hr/100 mi:	27	32	29		

II. Calculate Electric vehicle driving ranges using the unadjusted SAE J1634 method and the 2008 (derived 5-cycle) method:

Enter unadjusted City & Hwy Range Values in miles (in red text blocks) as determined from SAE J1634:

	City Range	Hwy Range	Combined Range	Rounded Range	Units	Method:	
Calculate unadjusted driving range:	126.9549	107.4848	118.1934	118	miles	Unadjusted (SAE J1634)	=from avg both config
Calculate adjusted driving range (2008 method, No Cap):	71.9	69.2	71.1695	71	miles	2008 (derived 5-cycle, mpg-based, No Cap)	
Calculate adjusted driving range (2008 method, 30% Cap):	88.9	75.2	82.7353	83	miles	2008 (derived 5-cycle, mpg-based, 30% Cap)	

III. Calculate Electric vehicle annual fuel cost and 5-year savings, per 40 CFR 600.311-12(e)

2008 MPG Factors:

ref. 40 CFR 600.210-08

City Intercept:	0.00326
City Slope:	1.1805
Hwy Intercept:	0.00138
Hwy Slope:	1.3466

Petroleum Equivalency Factor for electricity; ref 10 CFR 474.3

33,705 watt-hr/gallon w/o 6.667 CAFE incentive no fuel fired accessories

Enter Average 2015 5-year Fuel Cost: $11,000

Enter U.S. electricity costs: $0.12 per kw-hr (from CD-13-14 for 2015)

Calculate unrounded adjusted combined miles/kw-hr: 3.42838 mi/kw-hr

Annual Miles	Cost	Units	Unrounded Annual Fuel Cost*	Method	2015 Label Rounded Annual Fuel Cost	2015 Label 5-year Amount You Save:
15,000	$0.12	per kw-hr	$610.20	2008 (derived 5-cycle, mpg-based, No Cap)	$600.00	$8,000
15,000	$0.12	per kw-hr	**$525.03**	2008 (derived 5-cycle, mpg-based, 30% Cap)	$550.00	$8,250

*Note: Annual fuel costs should be ASTM rounded to the nearest $50.

To: Ross Gatzke[Ross.Gatzke@porsche.us]; Peavyhouse, Robert[Peavyhouse.Robert@epa.gov]
Cc: walter.lewis@porsche.us[walter.lewis@porsche.us]; Snyder, Jim[Snyder.Jim@epa.gov]
From: Good, David
Sent: Wed 10/8/2014 2:53:12 PM
Subject: RE: Finalizing 2012 Porsche GHG [Revised 2012 model year report letter]
2012 Porsche Revised CAFE-GHG Report-7-15-2013-from Verify-12-6-2013 .pdf

Ross,

Have you revised your 2012 CAFE/GHG model year report letter and entered a copy in the Verify document file?

I'll attach a copy of the 2012 July 15, 2013 letter for information. It needs to be revised to delete any reference to the CAFE values and indicate that for CAFE compliance, Porsche vehicles are included in the 2012 CAFE for Volkswagen Group of America, Inc. [The revised letter should indicate that the GHG values for Porsche Cars of North America, Inc. in the letter should not change.]

You can send us a revised CAFE/GHG letter or an addendum to the July 15, 2013 letter---either way is OK.

Please let me know the status of the revised letter.

Thanks

-----Original Message-----
From: Ross Gatzke [mailto:Ross.Gatzke@porsche.us]
Sent: Monday, October 06, 2014 4:47 PM
To: Peavyhouse, Robert
Cc: Good, David; Thomas, Richard (EEO)
Subject: Re: Finalizing 2012 Porsche GHG

Bob,
I have set the final status to YES for MY 2012.

Ross Gatzke
Senior Engineer, Regulatory Affairs
Porsche Cars North America
Ross.Gatzke@porsche.us
Tel: 770-290-3516
Fax: 678-225-6580

From: "Peavyhouse, Robert" <Peavyhouse.Robert@epa.gov>

To: Ross Gatzke <Ross.Gatzke@porsche.us>

Cc: "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>, "Good, David" <good.david@epa.gov>

Date: 10/06/2014 02:08 PM

Subject: Finalizing 2012 Porsche GHG

Ross,

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Richard has already submitted the combined Volkswagen/Porsche CAFE submission, and we have issued the official EPA letter(s) for this submission.

Your Porsche GHG only calculation results are exactly the same as they were prior to removing the CAFE portion.

We are still waiting on you to set your manufacturer final status to yes so that we can finalize the Porsche 2012 GHG submission.
Please let me know when you have finalized this data submission.
Robert Peavyhouse
Compliance Division
U.S. EPA - OTAQ
Phone: (734) 214-4814

To: Good, David[good.david@epa.gov]
Cc: Peavyhouse, Robert[Peavyhouse.Robert@epa.gov]; Snyder, Jim[Snyder.Jim@epa.gov]; walter.lewis@porsche.us[walter.lewis@porsche.us]
From: Ross Gatzke
Sent: Wed 10/8/2014 4:05:50 PM
Subject: RE: Finalizing 2012 Porsche GHG [Revised 2012 model year report letter]

Hi, Dave
I'm out of the office this week. I'll be at the office on Monday, if that's soon enough.

Ross Gatzke
Senior Engineer, Regulatory Affairs
Porsche Cars North America
Ross.Gatzke@porsche.us
Tel: 770-290-3516
Fax: 678-225-6580

From: "Good, David" <good.david@epa.gov>

To: Ross Gatzke <Ross.Gatzke@porsche.us>, "Peavyhouse, Robert" <Peavyhouse.Robert@epa.gov>

Cc: "walter.lewis@porsche.us" <walter.lewis@porsche.us>, "Snyder, Jim" <Snyder.Jim@epa.gov>

Date: 10/08/2014 10:53 AM

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Tel: 770-290-3516
Fax: 678-225-6580

From: "Peavyhouse, Robert" <Peavyhouse.Robert@epa.gov>

To: Ross Gatzke <Ross.Gatzke@porsche.us>

Cc: "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>, "Good, David" <good.david@epa.gov>

Date: 10/06/2014 02:08 PM

Subject: Finalizing 2012 Porsche GHG

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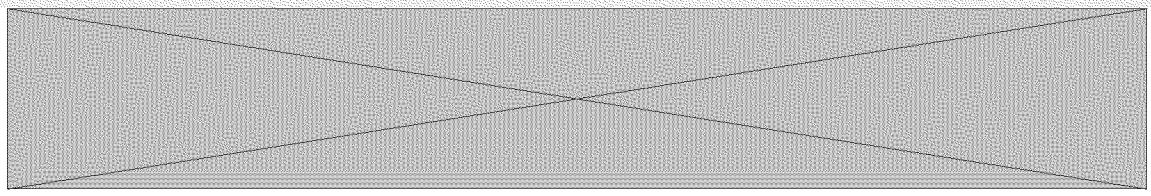
We are still waiting on you to set your manufacturer final status to yes so that we can finalize the Porsche 2012 GHG submission.
Please let me know when you have finalized this data submission.
Robert Peavyhouse

Compliance Division
U.S. EPA - OTAQ
Phone: (734) 214-4814

[attachment "2012 Porsche Revised CAFE-GHG Report-7-15-2013-from Verify-12-6-2013 .pdf" deleted by Ross Gatzke/PCNA_AMERICAS/Porsche_AG/DE]

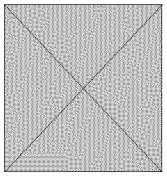
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Wed 10/8/2014 4:10:36 PM
Subject: Green Car Report Daily Headlines

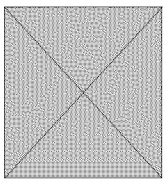
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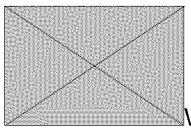
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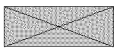
2017 Nissan Leaf 'EVness,' Tesla In Japan, Triple-Turbo Volvo Engine: Today's Car News

Oct 08, 2014 03:02 pm | feedback@highgearmedia.com (Stephen Edelstein)

 We've got news from all around the world today. Designers consider whether less "EVness" will make the 2017 Nissan Leaf more appealing, Tesla Motors sets up shop in Japan, and Chinese-Swedish carmaker Volvo unveils a prototype engine that makes 450 horsepower from just 2.0 liters. All this and more on Green Car Reports. A new aftermarket body kit...

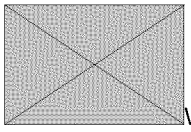
comments | read more





Tesla Sets Up Shop In Japan, Sells First Electric Cars

Oct 08, 2014 02:10 pm | feedback@highgearmedia.com (John Voelcker)

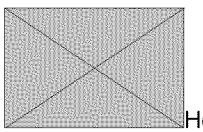
 While Tesla Motors now sells electric cars in North America, parts of Europe, and--perhaps most importantly--China, it continues to expand its sales footprint. The most recent addition is Japan, a notoriously closed market where only one of the three largest makers has any interest at all in electric cars. (That'd be Nissan.) In

mid-September...

comments | read more

Mysterious Tesla 'D,' VW XL Sport, 2015 Honda CR-V Gas Mileage: Last Week In Reverse (Video)

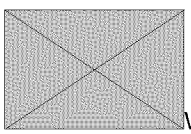
Oct 08, 2014 12:30 pm | feedback@highgearmedia.com (John Voelcker)

 How good were September's electric-car sales? And, what did Elon Musk mean by the letter "D"? This is our (slightly belated) video look back at the Week In Reverse--right here at Green Car Reports--for the seven days ending on Sunday, October 5, 2014. Sunday, we learned that the upcoming 2016 Cadillac CT6 luxury sedan will offer a plug-in hybrid...

comments | read more

2017 Nissan Leaf: Will Less 'EVness' Make It More Appealing?

Oct 08, 2014 12:00 pm | feedback@highgearmedia.com (Bengt Halvorson)

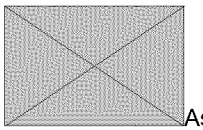
 What will the next-generation 2017 Nissan Leaf electric car look like? No actual photos, or even teasers, have yet been released. Despite that, we're gradually getting a better picture: It'll still be a five-door hatchback, and it'll still be around the same size. But expect its 'EVness' to be dialed back several notches. DON'T MISS: New 2017...

comments | read more

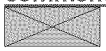
Volvo's Triple-Turbo Four-Cylinder Engine: 450 HP From 2.0 Liters

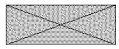
Oct 08, 2014 11:30 am | feedback@highgearmedia.com

(Stephen Edelstein)

 As carmakers downsize internal-combustion engines, they have to balance increased efficiency with the performance that many buyers demand. Volvo is proving that there is plenty of performance to be wrung out of its four-cylinder Drive-E engines. DON'T MISS: 2015 Volvo S60, XC60, New V60 Wagon: Fuel-Efficient Drive-E Engines The Swedish carmaker...

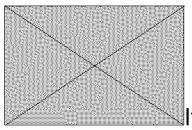
comments | read more





First Body Kit For BMW i3 Electric Car: Looks Tougher, Probably Less Efficient

Oct 08, 2014 11:00 am | feedback@highgearmedia.com
(Stephen Edelstein)

 It had to happen eventually. Many car owners have a strong desire to personalize their vehicles, and BMW buyers may be among the most enthusiastic when it comes to modifications. So while the BMW i3 electric car is more about efficiency than showing off, perhaps it's not too surprising that there is now a body kit available for it. ALSO SEE: 2014...

comments | read more





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Menlo Park, CA 94025

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Update your profile

To: Ross Gatzke[Ross.Gatzke@porsche.us]
From: Good, David
Sent: Wed 10/8/2014 4:14:35 PM
Subject: RE: Finalizing 2012 Porsche GHG [Revised 2012 model year report letter] [Next week will be fine] thanks; NNTO

-----Original Message-----
From: Ross Gatzke [mailto:Ross.Gatzke@porsche.us]
Sent: Wednesday, October 08, 2014 12:06 PM
To: Good, David
Cc: Peavyhouse, Robert; Snyder, Jim; walter.lewis@porsche.us
Subject: RE: Finalizing 2012 Porsche GHG [Revised 2012 model year report letter]

Hi, Dave
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Ross Gatzke
Senior Engineer, Regulatory Affairs
Porsche Cars North America
Ross.Gatzke@porsche.us
Tel: 770-290-3516
Fax: 678-225-6580

From: "Good, David" <good.david@epa.gov>

To: Ross Gatzke <Ross.Gatzke@porsche.us>, "Peavyhouse, Robert" <Peavyhouse.Robert@epa.gov>

Cc: "walter.lewis@porsche.us" <walter.lewis@porsche.us>, "Snyder, Jim" <Snyder.Jim@epa.gov>

Date: 10/08/2014 10:53 AM

Subject: RE: Finalizing 2012 Porsche GHG [Revised 2012 model year report letter]

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Cc: Good, David; Thomas, Richard (EEO)
Subject: Re: Finalizing 2012 Porsche GHG

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Ross Gatzke
Senior Engineer, Regulatory Affairs
Porsche Cars North America
Ross.Gatzke@porsche.us
Tel: 770-290-3516
Fax: 678-225-6580

From: "Peavyhouse, Robert" <Peavyhouse.Robert@epa.gov>

To: Ross Gatzke <Ross.Gatzke@porsche.us>

Cc: "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>, "Good, David" <good.david@epa.gov>

Date: 10/06/2014 02:08 PM

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Robert Peavyhouse
Compliance Division
U.S. EPA - OTAQ
Phone: (734) 214-4814

[attachment "2012 Porsche Revised CAFE-GHG Report-7-15-2013-from Verify-12-6-2013 .pdf" deleted by Ross Gatzke/PCNA_AMERICAS/Porsche_AG/DE]

To: Glas, Tobias[Tobias.Glas@vw.com]
From: Sohacki, Lynn
Sent: Wed 10/8/2014 8:28:12 PM
Subject: FW: Question about where TG CVWXV02.5259 are sold

Hi, Tobias.

I just wondered if you got my email from Monday.

Regards,

Lynn

From: Sohacki, Lynn
Sent: Monday, October 06, 2014 12:55 PM
To: Glas, Tobias
Subject: Question about where TG CVWXV02.5259 are sold

Hi, Tobias.

I was thinking about selecting this test group for an in-use class. Unfortunately, we could not find any around here using the VIN identifiers. Were these sold in MI? If they were sold here, would you please let me know the VIN identifiers?

Thanks,

Lynn Sohacki

Compliance Division

Environmental Protection Agency

734-214-4851

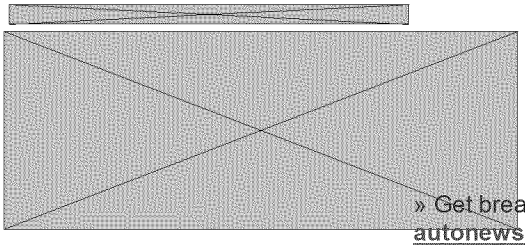
734-214-4869 fax

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Automotive News
Sent: Wed 10/8/2014 8:36:57 PM
Subject: DAILY: Marchionne says he's 'done' after '18 | Audi targets $2.5 billion in annual cost cuts | JCI fires consultant after affair with CEO | Behind the rise in fuel economy

Today's most read story

Marchionne foresees merger creating a new No. 1 automaker

October 8, 2014



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TOP NEWS

Marchionne says he's 'done' after 2018 Fiat Chrysler plan

UPDATED: 10/8/14 7:04 am ET -- adds background
4:04 am U.S. ET | Oct 8

Sergio Marchionne, Fiat's CEO and the architect of its merger with Chrysler, said that he plans to step down after completing a five-year strategic plan to expand the combined carmakers. He says his role may be split among more than one executive. ... » READ

Audi wants $2.5 billion in annual cost cuts to offset tech spending, reports say

9:01 am U.S. ET | Oct 8

Audi wants to rein in costs by about $2.5 billion a year to offset surging spending on new technology, according to people familiar with the matter. ... » READ

Johnson Controls fires consultant after affair with CEO

11:48 am U.S. ET | Oct 8

Johnson Controls fired a consulting firm after learning that one of its principals had an extramarital affair with CEO Alex Molinaroli. ... » READ

Marchionne foresees merger creating a new No. 1 automaker

UPDATED: 10/8/14 4:02 pm ET - adds analyst comment

7:07 am U.S. ET | Oct 8

Fiat Chrysler Automobiles CEO Sergio Marchionne sees potential to form a new No. 1 automaker as companies grapple with low returns on the growing amount of money needed to develop a new car. ... » READ

Technology propels fuel economy average to record 24.1 mpg, EPA says

UPDATED: 10/8/14 4:19 pm ET - adds detail

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The average fuel economy of cars and light trucks, driven by wider use of technology such as direct injection and advanced transmissions, increased to a record 24.1 mpg in the 2013 model year, though the pace of improvement slowed. ... » READ

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Maine store's free tires bring customers back

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Stanley Subaru gives its new-vehicle buyers a benefit it calls "Tires for Life." ... » READ

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Volvo to pitch long-wheelbase S60 as 'executive car'

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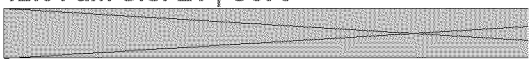
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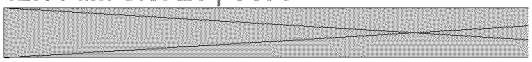
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Landers starts up another dealership group

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Dealerships learn how to handle calls

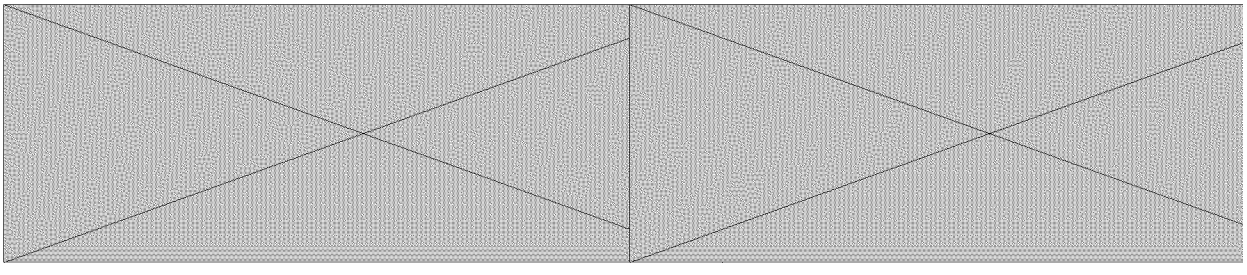
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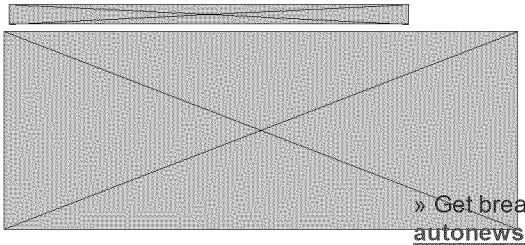
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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Wed 10/8/2014 8:36:59 PM
Subject: DAILY: Marchionne says he's 'done' after '18 | Audi targets $2.5 billion in annual cost cuts | JCI fires consultant after affair with CEO | Behind the rise in fuel economy

Today's most read story

Marchionne foresees merger creating a new No. 1 automaker

October 8, 2014



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TOP NEWS

Marchionne says he's 'done' after 2018 Fiat Chrysler plan

UPDATED: 10/8/14 7:04 am ET -- adds background
4:04 am U.S. ET | Oct 8

Sergio Marchionne, Fiat's CEO and the architect of its merger with Chrysler, said that he plans to step down after completing a five-year strategic plan to expand the combined carmakers. He says his role may be split among more than one executive. ... » READ

Audi wants $2.5 billion in annual cost cuts to offset tech spending, reports say

9:01 am U.S. ET | Oct 8

Audi wants to rein in costs by about $2.5 billion a year to offset surging spending on new technology, according to people familiar with the matter. ... » READ

Johnson Controls fires consultant after affair with CEO

11:48 am U.S. ET | Oct 8

Johnson Controls fired a consulting firm after learning that one of its principals had an extramarital affair with CEO Alex Molinaroli. ... » READ

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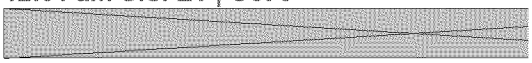
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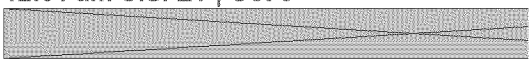
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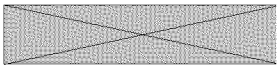


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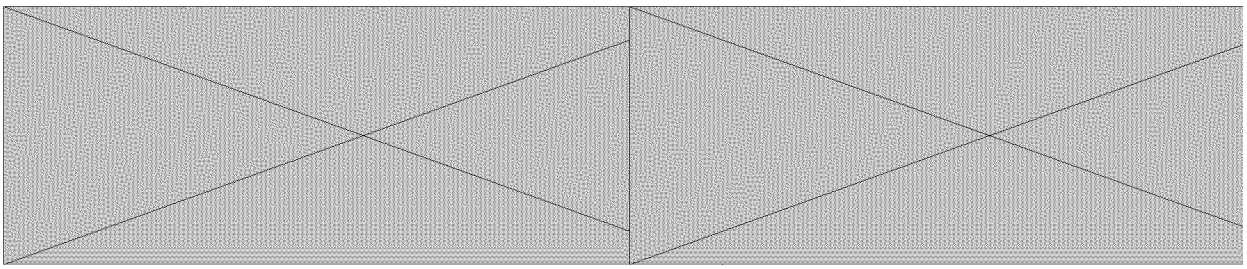
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» November 19 - What I Wish I Knew when I Started in F&I



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To: Sohacki, Lynn[sohacki.lynn@epa.gov]
From: Glas, Tobias
Sent: Wed 10/8/2014 8:44:30 PM
Subject: RE: Question about where Ex. 7 are sold

Hi Lynn,

It is a PZEV / Bin 3 test group but there is a good chance most of the cars were sold in CA.

Engine Type - VIN Character '5'

Code B

GAS (50-St.)

5 - BIN 3 / PZEV

2480 cc / 151 cid

170

VW

Ex. 7

Is that what you are looking for ? The 5 th character should be a B.

Let me know if you need any more information.

Best regards

Tobias Glas

In-Use Emission Compliance Specialist

Engineering & Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 494-1537

Fax: (248) 754-4207

E-Mail: Tobias.Glas@vw.com

From: Sohacki, Lynn [mailto:sohacki.lynn@epa.gov]
Sent: Wednesday, October 08, 2014 1:28 PM
To: Glas, Tobias
Subject: FW: Question about where Ex. 7 are sold

Hi, Tobias.

I just wondered if you got my email from Monday.

Regards,

Lynn

From: Sohacki, Lynn
Sent: Monday, October 06, 2014 12:55 PM
To: Glas, Tobias
Subject: Question about where Ex. 7 are sold

Hi, Tobias.

I was thinking about selecting this test group for an in-use class. Unfortunately, we could not find any around here using the VIN identifiers. Were these sold in MI? If they were sold here, would you please let me know the VIN identifiers?

Thanks,

Lynn Sohacki

Compliance Division

Environmental Protection Agency

734-214-4851

734-214-4869 fax

To: Dalton, Joel[Dalton.Joel@epa.gov]; Wehrly, Linc[wehrly.linc@epa.gov]; Ball, Joel[ball.joel@epa.gov]; Healy, Stephen[healy.stephen@epa.gov]; Fernandez, Antonio[fernandez.antonio@epa.gov]
Cc: Ganss, David[GanssD@nrd.nissan-usa.com]
From: Snyder, Jim
Sent: Thur 10/9/2014 1:13:11 PM
Subject: Chrysler anchors mpg ratings

Lots of articles referencing our FE Trends report. This one on Allpar.com points out that while Chrysler has improved, all those trucks sales puts them at the bottom. You guys need quit buying Rams and buy Darts and 500s.

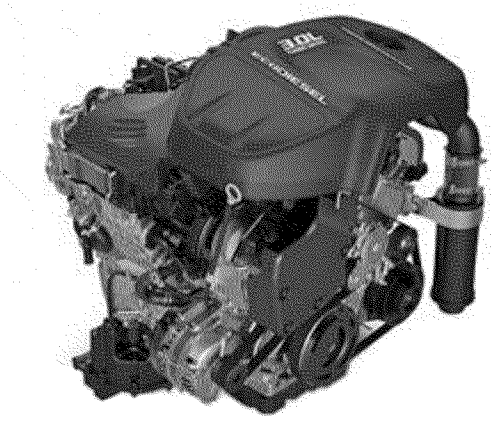
http://www.allpar.com/news/

Chrysler anchors mpg ratings

by David Zatz • Posted on October 8, 2014

From being the most fuel efficient American automaker in the 1980s, Chrysler is now the least fuel-efficient major automaker selling in the US, due largely and ironically to high customer demand for its popular Jeep SUVs and Ram trucks.

	2012	2013	2014	'12-'14 Change
1 Mazda	27.1	28.1	28.8	1.7
2 Honda	26.6	27.4	27.6	1
3 Subaru	25.2	26.7	27.5	2.3
4 Nissan	24.1	26.2	26.8	2.7
5 VW	25.5	25.7	26.7	1.2
6 BMW	23.7	24.5	26	2.3
7 Toyota	25.6	25.1	25.8	0.2
All	23.6	24.1	24.2	0.6
8 Ford	22.8	22.2	23.4	0.6
9 Daimler	21.1	22.4	22.8	1.7
10 GM	21.7	22	22	0.3
11 Chrysler-Fiat	20.1	20.9	21.1	1



The U.S. Environmental Protection Agency's annual report put Chrysler at the bottom of major sellers, though not by a large margin. The top maker, Mazda, does not have vehicles in the worst-mileage categories (full-size pickups, true off-road SUVs, etc). Volkswagen and Toyota, generally thought of as "high-mileage" by consumers, were #5 and #7, respectively, with BMW sliding in between them, thanks partly to Mini. Ford was the top American manufacturer, though it came in below all imports except Daimler (which sells both Mercedes and Smart cars).

Nissan, Subaru, and BMW have made the largest gains, with 2 mpg increases. Toyota and GM have had the smallest increases, of 0.2 and 0.3 mpg over two model years.

Chrysler is working on increasing fuel economy with diesel pickup production rising, hybrid minivans coming within a year, a new line of turbocharged four-cylinder engines, stop-start technology, reduced-weight Wranglers, greater use of eight and nine speed transmissions, and other measures. While the company has been trying to make its cars more compelling, customers' preference for its heavier vehicles has kept it from increasing gas mileage more, despite achieving higher EPA ratings on specific vehicles and having the most fuel-efficient full-sized pickup.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

		2012	2013	2014	'12-'14 Change
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5	VW	25.5	25.7	26.7	1.2
6	BMW	23.7	24.5	26	2.3
7	Toyota	25.6	25.1	25.8	0.2
	All	23.6	24.1	24.2	0.6
8	Ford	22.8	22.2	23.4	0.6
9	Daimler	21.1	22.4	22.8	1.7
10	GM	21.7	22	22	0.3
11	Chrysler-Fiat	20.1	20.9	21.1	1



To: Jim Smith[james.smith@chrysler.com]; Morrie Lee[ml90@chrysler.com]
From: Dalton, Joel
Sent: Thur 10/9/2014 3:50:35 PM
Subject: FW: 2014 NVFEL Vehicle Technology Showcase--Oct. 9th
2014 NVFEL Vehicle Technology Showcase RSVP.pdf
alternate parking.pdf

Hi Jim and Morrie –

I assume(d) you or others from CRX have seen this.

If not, this is obviously late notice – but feel free to come out for any portion you are interested in:

Schedule:

1:00 P.M. to 1:10 P.M.: Welcome David Haugen—*NVFEL Director*

1:10 P.M. to 2:15 P.M.: Technology Displays

2:15 P.M. to 2:40 P.M.: Opening Remarks Chris Grundler—*OTAQ Office Director*

Keynote Remarks Janet McCabe—*Presidential Nominee for Assistant Administrator for the Office of Air* and Radiation, EPA

2:40 P.M. to 3:00 P.M.: *2014 Trends Report* Overview Aaron Hula—*Technology Advisor*

3:00 P.M. to 4:00 P.M.: Panel Discussion: *Progress in GHG Emissions and Fuel Economy Through Powertrain Technologies* Moderated by: Mike Olechiw—*Light*

Displays:

American Honda Motor Co., Inc.

BMW of North America

Diesel Technology Forum

EPA: Climate Change, Green Vehicle Guide, Hot/Cold Temperature Test Sites, SmartWay

Ford Motor Company

General Motors Corporation

JATCO USA, Inc.

Mazda North American Operations

Mercedes-Benz Research and Development NA

Mitsubishi Motors

Nissan North America, Inc.

Robert Bosch LLC

Tesla Motors, Inc.

Valeo

Volkswagen Group of America

Distinguished Panelists:

James Chen VP of Regulatory Affairs & Associate General Counsel, Tesla Motors, Inc.

John German Senior Fellow, International Council on Clean Transportation

Mitsuo Hitomi Managing Executive Officer, Global Powertrain Development, Mazda Motor Corporation

Paul Nahra Senior Technical Specialist, BorgWarner Inc.

Oliver Schmidt General Manager, Engineering and Environmental Office, Volkswagen Group of America

Luke Tonachel Director for Vehicles and Fuels, Natural Resources Defense Council

Subject: 2014 NVFEL Vehicle Technology Showcase--Oct. 9th

Good morning,

I am pleased to share that we will be hosting another NVFEL Vehicle Technology Showcase in Ann Arbor this October 9th. This comprises manufacturer displays, release of EPA's *CO2 and Fuel Economy Trends Report,* and a panel discussion—*Progress in GHG Emissions and Fuel*

Economy Through Powertrain Technologies.

This year, Assistant Administrator Janet McCabe will be joining us as well. Highlights from the last Showcase can be viewed at http://www.epa.gov/nvfel/showcase.htm.

An RSVP form is attached—please share with your appropriate, distinguished network contacts from local industry, academia, research organizations, NGOs, etc.

If you have questions, please let me know. Thank you.

Regards,
John Spieth

Vehicle Testing Center Director

EPA, National Vehicle & Fuel Emissions Laboratory

(734) 214-4460

spieth.john@epa.gov

VEHICLE TECHNOLOGY SHOWCASE

NATIONAL VEHICLE & FUEL EMISSIONS LABORATORY

Date: October 9th, 2014

time: 1:00 P.M. to 4:00 P.M.

Location: Environmental Protection Agency
National Vehicle and Fuel Emissions Laboratory
2565 Plymouth Road
Ann Arbor, Michigan 48105

attenDees: Vehicle manufacturers and suppliers, select invitees with academic/economic/industry/policy interests, EPA staff, trade press, and general press.

Objective: To release EPA's 2014 CO_2 *Emissions and Fuel Economy Trends* report, to showcase automotive technologies being brought to market that improve fuel economy and reduce greenhouse gas emissions, and to conduct an open discussion with industry experts on the progress and adoption trends of GHG technologies.

itinerary:

1:00 P.M. to 1:10 P.M.: Welcome by OTAQ Office Director

1:10 P.M. to 2:15 P.M.: Technology Displays

2:25 P.M. to 2:40 P.M.: Opening Keynote Remarks
Janet McCabe–Presidential Nominee for Assistant Administrator for the Office of Air and Radiation, EPA

2:40 P.M. to 3:00 P.M.: *2014 Trends Report* Overview

3:00 P.M. to 4:00 P.M.: EPA Moderated Panel Discussion:
Progress in GHG Emissions and Fuel Economy Through Powertrain Technologies

rsvP: Space is limited to approximately 200 attendees. Please RSVP or send questions to NVFEL-VTS-2014@epa.gov.

Name: _____

Organization: _____

E-mail: _____

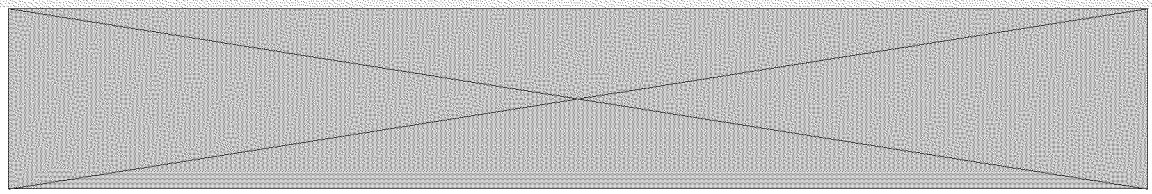
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Details and pictures from the 2012 NVFEL Vehicle Technology Showcase can be viewed at www.epa.gov/nvfel/showcase.htm

Steps 04

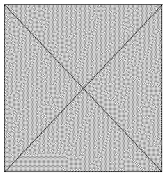
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Thur 10/9/2014 4:08:34 PM
Subject: Green Car Report Daily Headlines

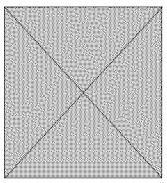
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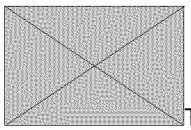
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Electric Motorcycle Buyer's Guide, Most Efficient States, BMW i3 Electric-Car Reviews: Today's Car News

Oct 09, 2014 02:03 pm | feedback@highgearmedia.com (Stephen Edelstein)

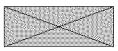


Today's news is all about comparisons. Find a zero-emission bike with our 2015 electric motorcycle buyer's guide, see how the BMW i3 stacks up against other electric cars, and find out which states have the most efficient cars and homes. All this and more on Green Car Reports. The BMW i3 faces two other electric cars from Germany--the...

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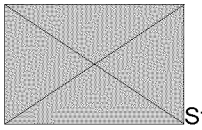






Start-Stop In U.S.: 7% Now, 57% In 2020, But Drivers 'Resist': Analyst

Oct 09, 2014 01:00 pm | feedback@highgearmedia.com (John Voelcker)



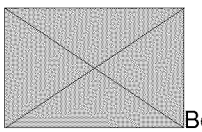
Start-stop systems have finally started to arrive on U.S. new cars in noticeable numbers. The systems, which simply turn off a car's engine when it's sitting stationary and then switch it back on as the driver's foot starts to lift off the brake, are now fitted to 7 percent of

new cars sold in the U.S. DON'T MISS: Ford To Have Start-Stop On 70...

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Which States Have The Most Efficient Cars And Homes? Study Ranks Them

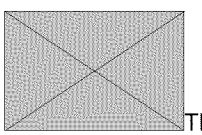
Oct 09, 2014 12:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Both state governments and individual consumers are striving for increased energy efficiency, so it's natural to wonder how much progress is being made. WalletHub recently analyzed data on cars and homes to determine which states were the most energy efficient. The study ranked the states in terms of both cars and homes, and assigned an overall...

comments | read more

2015 Electric Motorcycles: Buyer's Guide

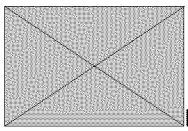
Oct 09, 2014 12:00 pm | feedback@highgearmedia.com (Ben Rich)

 The 2015 model year follows a big 2014 for the electric motorcycle industry. Zero made significant upgrades to its entire lineup, the Harley-Davidson Livewire concept was unveiled and toured around the country, and Brammo updated its flagship Empulse. Some of the higher-end bikes--among them the Energica Ego, Lightning LS 218, Lito Sora, and...

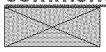
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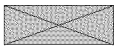
2015 Honda CR-Z Hybrid Two-Seat Coupe: Unchanged For New Model Year

Oct 09, 2014 11:30 am | feedback@highgearmedia.com (Stephen Edelstein)

 It's been an uncertain year for the Honda CR-Z two-seat hybrid coupe. The CR-Z was discontinued in Europe back in February, leading to speculation that the slow-selling hybrid would be pulled from the U.S. as well, especially once Honda decided to stop selling the Insight here after the 2014 model year. However, there will be a 2015 Honda CR-Z...

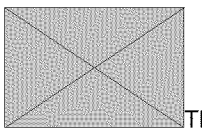
comments | read more





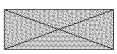
BMW i3 Faces VW e-Golf, Mercedes B-Class Electric Cars In New Reviews

Oct 09, 2014 11:00 am | feedback@highgearmedia.com (Stephen Edelstein)

 The BMW i3 electric car takes risks, and not just with its plug-in powertrain. A radical design and carbon-fiber-reinforced plastic body shell make the i3 unlike most other cars on the road. In contrast, other German automakers have taken a more conservative approach with their electric cars; the 2014 Mercedes-Benz B-Class Electric Drive and 2015...

comments | read more





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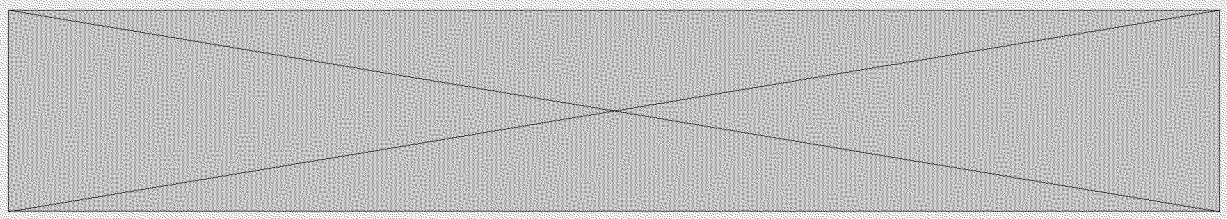
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To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: NVIDIA
Sent: Thur 10/9/2014 4:30:34 PM
Subject: NVIDIA GRID Headlines Jon Peddie Research Virtualize Conference

Read Newsletter Online



On October 30 in San Francisco, NVIDIA is a platinum sponsor of the first annual Jon Peddie Research conference on virtualizing graphics

NVIDIA executives and NVIDIA customers such as Boeing and Audi will be present along with industry leaders such as VMware and Citrix to discuss the state of graphics virtualization. NVIDIA GRID vGPU technology allows – for the first time – users to get optimal performance on graphics applications such as Autodesk Revit and SolidWorks in a VDI environment.

Learn more about the Virtualize Conference here or REGISTER NOW.

The roster of speakers is impressive. Here are just a few of the speakers:

- Shawn Bass of VMware, Senior Director of Planning & Strategy
- Kevin Castleman, lead architect for Virtual Desktop Service at Boeing
- Lincoln Wallen, CTO of Dreamworks Animation SKG
- Don Gordon, COO of OnLive
- Tim Lawrence, Boxx Technologies, Inc. Co-founder & VP of Engineering & Operations
- Jon Peddie, a pioneer in the graphics industry, Founder & President of Jon Peddie Research

The conference panels will be moderated by a powerhouse lineup of analysts including: Jon Peddie, Bob O'Donnell of TECHnalysis Research, Rob Enderle of the Enderle Group and Nathan Brookwood of Insight 64.

To see the complete lineup, visit the Virtualization site.

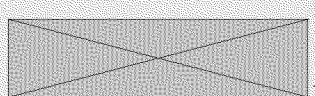
Agenda

- The Basics - Who's done it? The hows & whys, tools, tips, what works, what doesn't
- The Future of Virtualization - What's on the horizon for remote computing, remote processing, cloud computing, and virtualization
- Calculating an ROI for implementing virtualization

A working lunch will give you the opportunity to get your questions answered by experts from the companies that offer tools for remote graphics and virtualization.

And when the work is all done, there's a cocktail party for trading views and networking.

We look forward to seeing you!



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NVIDIA Corporation, 2701 San Tomas Expressway, Santa Clara, CA 95050

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To: Dalton, Joel[Dalton.Joel@epa.gov]; Jim Smith[james.smith@chrysler.com]
From: Morrie Lee
Sent: Thur 10/9/2014 5:10:17 PM
Subject: RE: 2014 NVFEL Vehicle Technology Showcase--Oct. 9th

What a shame. I would have liked to have participated.

From: Dalton, Joel [mailto:Dalton.Joel@epa.gov]
Sent: Thursday, October 09, 2014 11:51 AM
To: Jim Smith; Morrie Lee
Subject: FW: 2014 NVFEL Vehicle Technology Showcase--Oct. 9th

Hi Jim and Morrie –

I assume(d) you or others from CRX have seen this.

If not, this is obviously late notice – but feel free to come out for any portion you are interested in:

Schedule:

1:00 P.M. to 1:10 P.M.: Welcome David Haugen—*NVFEL Director*

1:10 P.M. to 2:15 P.M.: Technology Displays

2:15 P.M. to 2:40 P.M.: Opening Remarks Chris Grundler—*OTAQ Office Director*

Keynote Remarks Janet McCabe—*Presidential Nominee for Assistant Administrator for the Office of Air* and Radiation, EPA

2:40 P.M. to 3:00 P.M.: *2014 Trends Report* Overview Aaron Hula—*Technology Advisor*

3:00 P.M. to 4:00 P.M.: Panel Discussion: *Progress in GHG Emissions and Fuel Economy Through Powertrain Technologies* Moderated by: Mike Olechiw—*Light*

Displays:

American Honda Motor Co., Inc.

BMW of North America

Diesel Technology Forum

EPA: Climate Change, Green Vehicle Guide, Hot/Cold Temperature Test Sites, SmartWay

Ford Motor Company

General Motors Corporation

JATCO USA, Inc.

Mazda North American Operations

Mercedes-Benz Research and Development NA

Mitsubishi Motors

Nissan North America, Inc.

Robert Bosch LLC

Tesla Motors, Inc.

Valeo

Volkswagen Group of America

Distinguished Panelists:

James Chen VP of Regulatory Affairs & Associate General Counsel, Tesla Motors, Inc.

John German Senior Fellow, International Council on Clean Transportation

Mitsuo Hitomi Managing Executive Officer, Global Powertrain Development, Mazda Motor Corporation

Paul Nahra Senior Technical Specialist, BorgWarner Inc.

Oliver Schmidt General Manager, Engineering and Environmental Office, Volkswagen Group of America

Luke Tonachel Director for Vehicles and Fuels, Natural Resources Defense Council

Subject: 2014 NVFEL Vehicle Technology Showcase--Oct. 9th

Good morning,

I am pleased to share that we will be hosting another NVFEL Vehicle Technology Showcase in Ann Arbor this October 9th. This comprises manufacturer displays, release of EPA's *CO2 and Fuel Economy Trends Report,* and a panel discussion—*Progress in GHG Emissions and Fuel Economy Through Powertrain Technologies*.

This year, Assistant Administrator Janet McCabe will be joining us as well. Highlights from the last Showcase can be viewed at http://www.epa.gov/nvfel/showcase.htm.

An RSVP form is attached—please share with your appropriate, distinguished network contacts from local industry, academia, research organizations, NGOs, etc.

If you have questions, please let me know. Thank you.

Regards,
John Spieth

Vehicle Testing Center Director

EPA, National Vehicle & Fuel Emissions Laboratory

(734) 214-4460

spieth.john@epa.gov

To: Thomas, Richard (EEO)[Richard.Thomas@vw.com]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]; French, Roberts[french.roberts@epa.gov]
From: Good, David
Sent: Thur 10/9/2014 5:45:27 PM
Subject: RE: 2015 Volkswagen e-Golf Label
VW_Group_2015 FEGuide-all rel dates-no-sales-10-8-2014.xlsx

Richard,

There was only one error and one warning message. See attached. Does the e-Gold really have 27 batteries---or is that the number of cells?

Please send us a copy of the FE label (window sticker) when you get a chance.

Thanks

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Wednesday, October 08, 2014 9:26 AM
To: Good, David
Subject: 2015 Volkswagen e-Golf Label

Hi Dave;

I have attached the EPA calculator for the e-Golf. The two configuration kW-hr/100 mile values were sales weighted arithmetically averaged together before inserting them into this calculator as you told me previously over the phone. I am still a little uncertain about unrounded values so if you run the audit again this morning I may be able to figure out which values are in error if it discovers some.

It looks like now the testing at EPA for this e-Golf certification car has been waived as of late yesterday evening.

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

EPA comm	VERIFY cc	Model Yr (Mfr Name	Division (t	Carline	Verify Mfr	Index (Mo	Eng Displ	# Cyl
		2015 Volkswage	Audi	A3	VGA	7	1.8	4
Diesel;		2015 Volkswage	Audi	A3	VGA	101	2.0	4
		2015 Volkswage	Audi	A3 Cabriol	VGA	6	1.8	4
		2015 Volkswage	Audi	A3 Cabriol	VGA	5	2.0	4
		2015 Volkswage	Audi	A3 quattro	VGA	4	2.0	4
		2015 Volkswage	Audi	A4	VGA	46	2.0	4
Relabeled. Please include in mo		2015 Volkswage	Audi	A4 quattro	VGA	64	2.0	4
		2015 Volkswage	Audi	A4 quattro	VGA	49	2.0	4
Relabeled. Please include in mo		2015 Volkswage	Audi	A5 Cabriol	VGA	66	2.0	4
Relabeled. Please include in mo		2015 Volkswage	Audi	A5 quattro	VGA	65	2.0	4
		2015 Volkswage	Audi	A5 quattro	VGA	50	2.0	4
		2015 Volkswage	Audi	A6	VGA	47	2.0	4
		2015 Volkswage	Audi	A6 quattro	VGA	48	2.0	4
		2015 Volkswage	Audi	A6 quattro	VGA	72	3.0	6
Diesel;		2015 Volkswage	Audi	A6 quattro	VGA	17	3.0	6
		2015 Volkswage	Audi	A7 quattro	VGA	71	3.0	6
Diesel;		2015 Volkswage	Audi	A7 quattro	VGA	18	3.0	6
		2015 Volkswage	Audi	A8	VGA	40	3.0	6
		2015 Volkswage	Audi	A8	VGA	11	4.0	8
Diesel;		2015 Volkswage	Audi	A8L	VGA	15	3.0	6
		2015 Volkswage	Audi	A8L	VGA	41	3.0	6
		2015 Volkswage	Audi	A8L	VGA	10	4.0	8
		2015 Volkswage	Audi	A8L	VGA	14	6.3	12
		2015 Volkswage	Audi	allroad qu	VGA	68	2.0	4
		2015 Volkswage	Audi	Q3	VGA	62	2.0	4
		2015 Volkswage	Audi	Q3 quattro	VGA	37	2.0	4
		2015 Volkswage	Audi	Q5	VGA	67	2.0	4
		2015 Volkswage	Audi	Q5	VGA	70	3.0	6
Diesel;		2015 Volkswage	Audi	Q5	VGA	16	3.0	6
Hybrid;		2015 Volkswage	Audi	Q5 Hybrid	VGA	63	2.0	4
Diesel;		2015 Volkswage	Audi	Q7	VGA	12	3.0	6
		2015 Volkswage	Audi	Q7	VGA	51	3.0	6
		2015 Volkswage	Audi	R8	VGA	27	4.2	8
		2015 Volkswage	Audi	R8	VGA	29	4.2	8
		2015 Volkswage	Audi	R8	VGA	35	5.2	10
		2015 Volkswage	Audi	R8	VGA	33	5.2	10
		2015 Volkswage	Audi	R8 Spyder	VGA	26	4.2	8
		2015 Volkswage	Audi	R8 Spyder	VGA	28	4.2	8
		2015 Volkswage	Audi	R8 Spyder	VGA	34	5.2	10
		2015 Volkswage	Audi	R8 Spyder	VGA	32	5.2	10
		2015 Volkswage	Audi	RS5	VGA	30	4.2	8
		2015 Volkswage	Audi	RS5 Cabrio	VGA	31	4.2	8
Relabeled. Please include in mo		2015 Volkswage	Audi	RS7	VGA	21	4.0	8
		2015 Volkswage	Audi	S3	VGA	42	2.0	4

	2015	Volkswage	Audi	S4	VGA	73	3.0	6
	2015	Volkswage	Audi	S4	VGA	76	3.0	6
	2015	Volkswage	Audi	S5	VGA	74	3.0	6
	2015	Volkswage	Audi	S5	VGA	77	3.0	6
	2015	Volkswage	Audi	S5 Cabriole	VGA	75	3.0	6
	2015	Volkswage	Audi	S6	VGA	20	4.0	8
	2015	Volkswage	Audi	S7	VGA	19	4.0	8
	2015	Volkswage	Audi	S8	VGA	9	4.0	8
	2015	Volkswage	Audi	SQ5	VGA	69	3.0	6
	2015	Volkswage	Audi	TT Coupe c	VGA	2	2.0	4
	2015	Volkswage	Audi	TT Roadste	VGA	3	2.0	4
	2015	Volkswage	Bentley	Continenta	VGA	24	4.0	8
	2015	Volkswage	Bentley	Continenta	VGA	43	6.0	12
	2015	Volkswage	Bentley	Continenta	VGA	22	4.0	8
	2015	Volkswage	Bentley	Continenta	VGA	45	6.0	12
	2015	Volkswage	Bentley	Flying Spur	VGA	23	4.0	8
	2015	Volkswage	Bentley	Flying Spur	VGA	44	6.0	12
	2015	Volkswage	Bentley	Mulsanne	VGA	61	6.8	8
	2015	Volkswage	Bugatti	Veyron	VGA	60	8.0	16
	2015	Volkswage	Lamborghi	Aventador	VGA	52	6.5	12
	2015	Volkswage	Lamborghi	Aventador	VGA	53	6.5	12
	2015	Volkswage	Lamborghi	Huracan	VGA	25	5.2	10
	2015	Volkswage	Lamborghi	Veneno Rc	VGA	54	6.5	12
	2015	Volkswage	Volkswage	Beetle	VGA	79	1.8	4
	2015	Volkswage	Volkswage	Beetle	VGA	78	1.8	4
	2015	Volkswage	Volkswage	Beetle	VGA	81	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle	VGA	95	2.0	4
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	2015	Volkswage	Volkswage	Beetle Con	VGA	80	1.8	4
	2015	Volkswage	Volkswage	Beetle Con	VGA	82	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle Con	VGA	96	2.0	4
	2015	Volkswage	Volkswage	Beetle Con	VGA	84	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle Con	VGA	92	2.0	4
	2015	Volkswage	Volkswage	CC	VGA	58	2.0	4
	2015	Volkswage	Volkswage	CC	VGA	59	2.0	4
	2015	Volkswage	Volkswage	CC 4Motio	VGA	56	3.6	6
	2015	Volkswage	Volkswage	Eos	VGA	36	2.0	4
	2015	Volkswage	Volkswage	Golf	VGA	103	1.8	4
	2015	Volkswage	Volkswage	Golf	VGA	85	1.8	4
Diesel;	2015	Volkswage	Volkswage	Golf	VGA	100	2.0	4
Diesel; Relabeled. Please include	2015	Volkswage	Volkswage	Golf	VGA	104	2.0	4
	2015	Volkswage	Volkswage	GTI	VGA	1	2.0	4
	2015	Volkswage	Volkswage	GTI	VGA	8	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	98	1.8	4

	2015	Volkswage	Volkswage	Jetta	VGA	97	1.8	4
	2015	Volkswage	Volkswage	Jetta	VGA	93	2.0	4
Diesel;	2015	Volkswage	Volkswage	Jetta	VGA	102	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	99	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	86	2.0	4
Diesel;	2015	Volkswage	Volkswage	Jetta	VGA	105	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	94	2.0	4
Hybrid;	2015	Volkswage	Volkswage	Jetta Hybri	VGA	107	1.4	4
	2015	Volkswage	Volkswage	Passat	VGA	90	1.8	4
	2015	Volkswage	Volkswage	Passat	VGA	88	1.8	4
Diesel;	2015	Volkswage	Volkswage	Passat	VGA	89	2.0	4
Diesel;	2015	Volkswage	Volkswage	Passat	VGA	87	2.0	4
	2015	Volkswage	Volkswage	Passat	VGA	55	3.6	6
	2015	Volkswage	Volkswage	Tiguan	VGA	39	2.0	4
	2015	Volkswage	Volkswage	Tiguan 4M	VGA	38	2.0	4
Diesel;	2015	Volkswage	Volkswage	Touareg	VGA	13	3.0	6
	2015	Volkswage	Volkswage	Touareg	VGA	57	3.6	6
Hybrid;	2015	Volkswage	Volkswage	Touareg H	VGA	106	3.0	6
BEV; ErrorY	2015	Volkswage	Volkswagee	-Golf	VGA	109	0.0	
BEV; ErrorY	2015	Volkswage	Volkswagee	-Golf	VGA	109	0.0	

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Auto(S8)	19	29	22				23.5657	39.6000	28.8162
Auto(S8)	18	29	22				22.2780	39.1000	27.6266
Auto(S8)	14	22	17				17.2000	28.6000	20.9595
Auto(S8)	21	28	24				26.7000	39.2000	31.1732
Auto(S6)	20	29	23				24.8499	40.0000	29.9555
Auto(S6)	20	28	23				24.8000	38.5000	29.5284
Auto(S8)	20	28	23				24.8000	38.6000	29.5548
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Manual(M	11	20	14				13.6544	24.3877	17.0265
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vided [600.314-08 states label values must not change for entire model year, except for 600.507(a) and 600.314-0

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Manual(M	17	26	20	20.0000	33.4000	24.4063
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Auto(AM-S	17	27	20	20.7366	35.2072	25.4423
Auto(AM-S	17	27	20	20.7366	35.2072	25.4423
Auto(S8)	17	27	20	19.9000	36.4000	24.9995
Auto(S8)	17	24	19	20.8000	32.9000	24.9252
Auto(AM-S	22	31	26	28.3669	42.1911	33.2728
Auto(AM-S	22	31	26	28.3669	42.1911	33.2728
Auto(S8)	15	25	19	19.1000	33.5000	23.6806
Auto(S8)	12	21	15	15.4000	28.3000	19.3741
Auto(S8)	14	24	17	17.3000	31.8000	21.7662
Auto(S8)	12	20	15	14.4000	26.7000	18.1658
Auto(S8)	14	24	17	17.3000	31.8000	21.7662
Auto(S8)	12	20	15	14.4000	26.7000	18.1658
Auto(S8)	11	18	13	12.9000	21.8000	15.8033
Auto(AM-S	8	15	10	10.0000	17.9000	12.4782
Auto(AM-S	11	18	13	12.6000	25.2000	16.2581
Auto(AM-S	10	16	12	11.5000	21.2000	14.4817
Auto(AM-S	14	20	16	16.8000	25.5000	19.8471
Auto(AM-S	11	17	13	12.5000	22.7000	15.6681
Auto(S6)	25	33	28	31.8064	46.0926	36.9616
Manual(M	24	33	27	30.3689	46.0618	35.8679
Auto(AM-S	24	30	26	29.1689	42.3558	33.9213
Auto(AM-S	31	41	34	40.2000	57.8000	46.5830
Manual(M	23	31	26	27.7589	43.4112	33.1352
Manual(M	31	41	34	40.0000	57.8000	46.4350
Auto(S6)	24	32	27	30.6903	45.4713	35.9488
Auto(AM-S	23	29	25	28.8902	40.8000	33.2591
Auto(AM-S	30	40	34	39.7000	56.5000	45.8327
Manual(M	23	31	26	27.7589	43.4112	33.1352
Manual(M	30	40	34	38.7000	57.2000	45.2919
Auto(AM-S	22	31	25	26.9290	42.1849	32.1632
Manual(M	21	32	25	25.6435	43.4548	31.4431
Auto(S6)	17	25	20	20.5000	33.5000	24.8373
Auto(AM-S	22	30	25	27.5000	41.5000	32.4219
Auto(S6)	25	36	29	32.5000	51.1000	38.8661
Manual(M	25	37	30	32.6000	52.5000	39.3042
Auto(AM-S	31	43	36	41.0359	61.6186	48.2955
Manual(M	30	45	36	39.9000	64.5000	48.1668
Auto(AM-S	25	33	28	30.7000	45.3000	35.9078
Manual(M	25	34	28	30.0000	46.4000	35.6740
Auto(S6)	25	37	30	32.7401	52.6000	39.4414

dy provided). [600.314-08 states label values must not change for entire model year except for 600.507(a) and 600

Manual(M	25	37	29	32.3787	52.4790	39.1216
Auto(AM-S	24	32	27	29.5595	44.4600	34.8093
Auto(AM-S	31	45	36	41.3000	64.1000	49.1703
Auto(S6)	23	34	26	28.7000	47.5000	34.9193
Manual(M	25	34	28	29.3000	49.6000	35.9145
Manual(M	31	46	36	40.2000	65.6000	48.6823
Manual(M	23	33	26	28.2801	45.1600	33.9987
Auto(AM-S	42	48	45	57.5000	65.3000	60.7663
Auto(S6)	24	36	28	31.2000	50.5769	37.6995
Manual(M	24	35	28	30.9734	49.8831	37.3437
Auto(AM-S	30	42	34	38.7000	59.9000	46.0312
Manual(M	30	44	35	39.0000	62.4000	46.9173
Auto(AM-S	20	28	23	23.9000	37.3000	28.5088
Auto(S6)	21	26	23	25.9873	36.0386	29.7169
Auto(S6)	20	26	23	25.7711	36.0238	29.5565
Auto(S8)	20	29	23	24.1000	41.0000	29.5883
Auto(S8)	17	23	19	21.3000	31.6000	24.9612
Auto(S8)	20	24	21	25.1000	33.1000	28.1631
Auto(A1)	126	105	116	179.4000	150.4000	165.0765
Auto(A1)	27	32	29	18.7915	22.4056	20.4178

ase list battery packs, not cells; Please revise Verify as needed.

ase list battery packs, not cells; Please revise Verify as needed.

City Unrd	Hwy Unrd	Comb Unr	Guzzler?	Air Aspir I	Air Aspira	Trans	Trans Des	Trans, Otl	# Gears
23.4556	33.3421	27.0673		TC	Turbochar	AMS	Automatec		6
31.1996	43.0359	35.6064		TC	Turbochar	AMS	Automatec		6
24.3444	34.5845	28.0867		TC	Turbochar	AMS	Automatec		6
23.3120	31.5429	26.4136		TC	Turbochar	AMS	Automatec		6
24.0818	32.6198	27.2970		TC	Turbochar	AMS	Automatec		6
23.6858	31.6788	26.7189		TC	Turbochar	SCV	Selectable		8
21.5584	30.0427	24.5522		TC	Turbochar	SA	Semi-Auto		8
22.1972	32.0693	25.7665		TC	Turbochar	M	Manual		6
20.8442	29.2228	23.9313		TC	Turbochar	SA	Semi-Auto		8
21.5584	30.0427	24.5522		TC	Turbochar	SA	Semi-Auto		8
22.1972	32.0693	25.7665		TC	Turbochar	M	Manual		6
24.5044	32.5529	27.5721		TC	Turbochar	SCV	Selectable		8
19.6106	28.8603	22.9156		TC	Turbochar	SA	Semi-Auto		8
18.3949	27.2332	21.5408		SC	Supercha	SA	Semi-Auto		8
24.4094	38.0485	29.1042		TC	Turbochar	SA	Semi-Auto		8
18.0028	27.5267	21.3226		SC	Supercha	SA	Semi-Auto		8
24.4094	38.0485	29.1042		TC	Turbochar	SA	Semi-Auto		8
18.6853	29.3211	22.3303		SC	Supercha	SA	Semi-Auto		8
18.2315	29.5343	22.0244		TC	Turbochar	SA	Semi-Auto		8
23.8727	36.3252	28.2271		TC	Turbochar	SA	Semi-Auto		8
18.6853	29.3211	22.3303		SC	Supercha	SA	Semi-Auto		8
17.9485	28.5015	21.5369		TC	Turbochar	SA	Semi-Auto		8
13.8358	21.9706	16.6020	G	NA	Naturally A	SA	Semi-Auto		8
21.0646	27.9892	23.7037		TC	Turbochar	SA	Semi-Auto		8
19.6619	28.5380	22.8617		TC	Turbochar	SA	Semi-Auto		6
19.7028	28.0105	22.7375		TC	Turbochar	SA	Semi-Auto		6
19.6619	27.5771	22.5781		TC	Turbochar	SA	Semi-Auto		8
17.8443	25.5746	20.6536		SC	Supercha	SA	Semi-Auto		8
23.6266	31.3636	26.5783		TC	Turbochar	SA	Semi-Auto		8
24.0075	29.7936	26.3065		TC	Turbochar	SA	Semi-Auto		8
18.7400	27.6200	21.9099		TC	Turbochar	SA	Semi-Auto		8
15.5983	21.6157	17.8322		SC	Supercha	SA	Semi-Auto		8
13.5631	22.5823	16.5348	G	NA	Naturally A	AMS	Automatec		7
11.4565	20.0560	14.1955	G	NA	Naturally A	M	Manual		6
12.9942	22.2057	15.9766	G	NA	Naturally A	AMS	Automatec		7
11.7338	19.4192	14.2763	G	NA	Naturally A	M	Manual		6
13.5631	22.5823	16.5348	G	NA	Naturally A	AMS	Automatec		7
11.4565	20.0560	14.1955	G	NA	Naturally A	M	Manual		6
12.9942	22.2057	15.9766	G	NA	Naturally A	AMS	Automatec		7
11.7338	19.4192	14.2763	G	NA	Naturally A	M	Manual		6
15.7409	23.3075	18.4339		NA	Naturally A	AMS	Automatec		7
15.8793	22.1836	18.2078		NA	Naturally A	AMS	Automatec		7
14.5210	25.1577	17.9525		TC	Turbochar	SA	Semi-Auto		8
23.1833	30.7065	26.0560		TC	Turbochar	AMS	Automatec		6

8(e)(4) reasons: Please revise release date to the effective date when vehicles were relabelled;

8(e)(4) reasons: Please revise release date to the effective date when vehicles were relabelled;

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8(e)(4) reasons: Please revise release date to the effective date when vehicles were relabelled;

18.1170	27.5580	21.4190	SC	Supercharg	AMS	Automatec	7
17.0438	26.0230	20.1767	SC	Supercharg	M	Manual	6
18.1170	27.5580	21.4190	SC	Supercharg	AMS	Automatec	7
17.0438	26.0230	20.1767	SC	Supercharg	M	Manual	6
17.6699	25.9530	20.6333	SC	Supercharg	AMS	Automatec	7
16.7533	26.9042	20.1794	TC	Turbochar	AMS	Automatec	7
16.7533	26.9042	20.1794	TC	Turbochar	AMS	Automatec	7
16.5369	26.7008	19.9551	TC	Turbochar	SA	Semi-Auto	8
16.7285	23.6581	19.2682	SC	Supercharg	SA	Semi-Auto	8
22.3665	31.1759	25.6242	TC	Turbochar	AMS	Automatec	6
22.3665	31.1759	25.6242	TC	Turbochar	AMS	Automatec	6
15.2087	25.3816	18.5553	TC	Turbochar	SA	Semi-Auto	8
12.4737	21.0866	15.2827	G	TC	Turbochar	SA	Semi-Auto	8
13.8190	23.8488	17.0447	G	TC	Turbochar	SA	Semi-Auto	8
12.0228	20.0478	14.6643	G	TC	Turbochar	SA	Semi-Auto	8
13.8190	23.8488	17.0447	G	TC	Turbochar	SA	Semi-Auto	8
12.0228	20.0478	14.6643	G	TC	Turbochar	SA	Semi-Auto	8
10.5402	17.7129	12.8889	G	TC	Turbochar	SA	Semi-Auto	8
8.4232	14.7698	10.4424	G	TC	Turbochar	AMS	Automatec	7
10.6055	18.4729	13.1199	G	NA	Naturally A	AMS	Automatec	7
9.7957	16.2453	11.9264	G	NA	Naturally A	AMS	Automatec	7
14.0224	20.0427	16.2140	G	NA	Naturally A	AMS	Automatec	7
10.6353	16.9743	12.7836	G	NA	Naturally A	AMS	Automated	7
24.7637	32.6943	27.7980	TC	Turbochar	SA	Semi-Auto	6
23.7579	32.6943	27.0899	TC	Turbochar	M	Manual	5
23.6856	29.5929	26.0232	TC	Turbochar	AMS	Automatec	6
30.6516	40.5292	34.4273	TC	Turbochar	AMS	Automatec	6
22.6980	30.6082	25.6850	TC	Turbochar	M	Manual	6
30.5143	40.5292	34.3319	TC	Turbochar	M	Manual	6
23.9740	32.2876	27.1159	TC	Turbochar	SA	Semi-Auto	6
22.7135	28.5529	25.0157	TC	Turbochar	AMS	Automatec	6
30.3081	39.6674	33.9083	TC	Turbochar	AMS	Automatec	6
22.6980	30.6082	25.6850	TC	Turbochar	M	Manual	6
29.6183	40.1317	33.5766	TC	Turbochar	M	Manual	6
21.8993	30.8310	25.1821	TC	Turbochar	AMS	Automatec	6
20.6665	31.8238	24.5378	TC	Turbochar	M	Manual	6
16.9415	25.2190	19.8774	NA	Naturally A	SA	Semi-Auto	6
21.7634	30.1121	24.8658	TC	Turbochar	AMS	Automatec	6
25.2640	36.0643	29.1989	TC	Turbochar	SA	Semi-Auto	6
25.3353	37.0021	29.5244	TC	Turbochar	M	Manual	5
31.1996	43.0359	35.6064	TC	Turbochar	AMS	Automatec	6
30.4456	41.9567	35.6137	TC	Turbochar	M	Manual	6
24.6434	32.6158	27.6891	TC	Turbochar	AMS	Automatec	6
24.9095	34.2917	28.4070	TC	Turbochar	M	Manual	6
25.4066	37.0689	29.5967	TC	Turbochar	SA	Semi-Auto	6

.31 b 08(c)(4) reasons.] Please revise release date to the effective date when vehicles were relabelled;

25.1926	37.0021	29.4176	TC	Turbochar¡M	Manual	5
23.5744	31.8670	26.7012	TC	Turbochar¡AMS	Automatec	6
31.4045	44.6752	36.2501	TC	Turbochar¡AMS	Automatec	6
22.5269	33.6412	26.4608	NA	Naturally ASA	Semi-Auto	6
24.6629	33.9684	28.1307	NA	Naturally AM	Manual	5
30.6516	45.6549	35.9711	TC	Turbochar¡M	Manual	6
22.8950	32.6159	26.4413	TC	Turbochar¡M	Manual	6
42.0354	48.2310	44.6144	TC	Turbochar¡AMS	Automatec	7
24.3335	35.7288	28.4112	TC	Turbochar¡SA	Semi-Auto	6
24.1899	35.2585	28.1693	TC	Turbochar¡M	Manual	5
29.6183	41.9168	34.1237	TC	Turbochar¡AMS	Automatec	6
29.8256	43.5614	34.7575	TC	Turbochar¡M	Manual	6
19.7174	27.8048	22.6868	NA	Naturally AAMS	Automatec	6
20.5496	25.7855	22.6161	TC	Turbochar¡SA	Semi-Auto	6
20.3807	25.8019	22.5089	TC	Turbochar¡SA	Semi-Auto	6
19.6490	28.9961	22.9829	TC	Turbochar¡SA	Semi-Auto	8
17.0411	22.7325	19.2048	NA	Naturally ASA	Semi-Auto	8
19.8843	23.7762	21.4655	SC	Supercha¡SA	Semi-Auto	8
125.6000	105.3000	115.5536		A	Automatic	1
26.8395	32.0146	29.1683		A	Automatic	1

Lockup Tc	Trans Cre	Drive Sys	Drive Des	Primary B	Max Ethar	Max Biodi	Range1 - I	Fuel Usag	Fuel Usag
tomated Ma	nual with	paddles)	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel D	FVGAV02.0	VAL	5		DU	Diesel, ultr
tomated Ma	nual with	paddles)	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
MT with pad	dles)	F	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		422	GP	Gasoline (F
N	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		406	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		422	GP	Gasoline (F
N	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
MT with pad	dles)	F	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAJ03.0	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAV03.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV04.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAV03.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV04.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV06.3	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		406	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		455	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAT02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAT03.0	NU3	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAT03.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV04.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV02.(	15			GP	Gasoline (F

tomated Manual with paddles)		A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
N	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Manual with paddles)		A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
N	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Manual with paddles)		A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Manual with paddles)		A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
tomated Manual with paddles)		A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Manual with paddles)		A	All Wheel IFVGAV02.(	15		GP	Gasoline (F
tomated Manual with paddles)		A	All Wheel IFVGAV02.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV06.(	85	357	GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV06.(	85	357	GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV06.(	85	357	GP	Gasoline (F
Y	N	R	2-Wheel DFVGAV06.8	15		GP	Gasoline (F
tomated Manual with paddles)		A	All Wheel IFVGAV08.(	15		GPR	Gasoline (F
tomated Manual with paddles)		A	All Wheel IFVGAV06.5	15		GPR	Gasoline (F
tomated Manual with paddles)		A	All Wheel IFVGAV06.5	15		GPR	Gasoline (F
tomated Manual with paddles)		A	All Wheel IFVGAV05.2	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV06.	15		GPR	Gasoline (I
tomated Manual with paddles)							
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
N	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
tomated Manual with paddles)		F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
tomated Manual with paddles)		F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
N	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
tomated Manual with paddles)		F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
tomated Manual with paddles)		F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
N	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
tomated Manual with paddles)		F	2-Wheel DFVGAJ02.0	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAJ02.0	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV03.(	15		GP	Gasoline (F
tomated Manual with paddles)		F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
N	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
tomated Manual with paddles)		F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
N	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
tomated Manual with paddles)		F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F

N	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.(	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
Y	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
N	N	F	2-Wheel D	FVGAV02.(	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV01.4	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
N	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
Y	N	F	2-Wheel D	FVGAV03.(	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAJ02.0	15	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	15	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAT03.0NU2	5	DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAT03.(	15	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAT03.(	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV00.0VZZ		83 EL	Electricity
Y	N	F	2-Wheel D	FVGAV00.0VZZ		83 EL	Electricity

Fuel Unit	Fuel Unit	Gas Guzz	Gas Guzz	2Dr Pass	2Dr Lugg	4Dr Pass	4Dr Lugg	Htchbk Pa	Htchbk Lu
MPG	miles per ga	Unleaded Recommended)	Not exempt			86	12		
MPG	miles per ga	ulfur (15 ppm maximum)	Not exempt			86	12		
MPG	miles per ga	Unleaded Recommended)	Not exempt	79	10				
MPG	miles per ga	Unleaded Recommended)	Not exempt	79	10				
MPG	miles per ga	Unleaded Recommended)	Not exempt			86	10		
MPG	miles per ga	Unleaded Recommended)	Not exempt			91	12		
MPG	miles per ga	Unleaded Recommended)	Not exempt			91	12		
MPG	miles per ga	Unleaded Recommended)	Not exempt			91	12		
MPG	miles per ga	Unleaded Recommended)	Not exempt	81	10				
MPG	miles per ga	Unleaded Recommended)	Not exempt	84	12				
MPG	miles per ga	Unleaded Recommended)	Not exempt	84	12				
MPG	miles per ga	Unleaded Recommended)	Not exempt			98	16		
MPG	miles per ga	Unleaded Recommended)	Not exempt			98	16		
MPG	miles per ga	Unleaded Recommended)	Not exempt			98	16		
MPG	miles per ga	ulfur (15 ppm maximum)	Not exempt			98	16		
MPG	miles per ga	Unleaded Recommended)	Not exempt					94	25
MPG	miles per ga	ulfur (15 ppm maximum)	Not exempt					94	25
MPG	miles per ga	Unleaded Recommended)	Not exempt			100	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			100	15		
MPG	miles per ga	ulfur (15 ppm maximum)	Not exempt			107	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			107	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			107	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			107	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			90	28		
MPG	miles per ga	Unleaded Recommended)	Not exempt					84	17
MPG	miles per ga	Unleaded Recommended)	Not exempt					84	17
MPG	miles per gal	Unleaded Recommended)	Truck						
MPG	miles per gal	Unleaded Recommended)	Truck						
MPG	miles per gal	ulfur (15 ppm maximum)	Truck						
MPG	miles per gal	Unleaded Recommended)	Truck						
MPG	miles per gal	ulfur (15 ppm maximum)	Truck						
MPG	miles per gal	Unleaded Recommended)	Truck						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt	84	13				
MPG	miles per ga	Unleaded Recommended)	Not exempt	81	10				
MPG	miles per ga	Unleaded Recommended)	Not exempt					94	25
MPG	miles per ga	Unleaded Recommended)	Not exempt			86	10		

Unleaded Recommended)	MPG	miles per gal	Not exempt			90	13	
Unleaded Recommended)	MPG	miles per gal	Not exempt			90	13	
Unleaded Recommended)	MPG	miles per gal	Not exempt	84	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	84	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	81	10			
Unleaded Recommended)	MPG	miles per gal	Not exempt			98	16	
Unleaded Recommended)	MPG	miles per gal	Not exempt					94 25
Unleaded Recommended)	MPG	miles per gal	Not exempt			100	15	
Unleaded Recommended)	MPG	miles per gal	Truck					
Unleaded Recommended)	MPG	miles per gal	Not exempt	74	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt					
Unleaded Recommended)	MPG	miles per gal	Not exempt	89	11			
Unleaded Recommended)	MPG	miles per gal	Not exempt	89	11			
Unleaded Recommended)	MPG	miles per gal	Not exempt	86	7			
Unleaded Recommended)	MPG	miles per gal	Not exempt	86	7			
Unleaded Recommended)	MPG	miles per gal	Not exempt	102	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	102	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt			101	11	
Unleaded Required)	MPG	miles per gal	Not exempt					
Unleaded Required)	MPG	miles per gal	Not exempt					
Unleaded Required)	MPG	miles per gal	Not exempt					
Unleaded Recommended)	MPG	miles per gal	Not exempt					
m Unleaded Required)	MPG	miles per gal	Not exempt					
Unleaded Recommended)	MPG	miles per gal	Not exempt					85 15
Unleaded Recommended)	MPG	miles per gal	Not exempt					85 15
Unleaded Recommended)	MPG	miles per gal	Not exempt					85 15
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt					85 15
Unleaded Recommended)	MPG	miles per gal	Not exempt					85 15
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt					85 15
Unleaded Recommended)	MPG	miles per gal	Not exempt	81	7			
Unleaded Recommended)	MPG	miles per gal	Not exempt	81	7			
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt	81	7			
Unleaded Recommended)	MPG	miles per gal	Not exempt	81	7			
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt	81	7			
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	13			
Unleaded Recommended)	MPG	miles per gal	Not exempt	77	11			
Unleaded Recommended)	MPG	miles per gal	Not exempt					93 16
Unleaded Recommended)	MPG	miles per gal	Not exempt					93 16
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt					93 16
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt					93 16
Unleaded Recommended)	MPG	miles per gal	Not exempt					93 16
Unleaded Recommended)	MPG	miles per gal	Not exempt					93 16
Unleaded Recommended)	MPG	miles per gal	Not exempt			94	16	

MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	ulfur (15 ppm maximum)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	ulfur (15 ppm maximum)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	94	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	102	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	102	16	
MPG	miles per gN	ulfur (15 ppm maximum)	Not exempt	102	16	
MPG	miles per gN	ulfur (15 ppm maximum)	Not exempt	102	16	
MPG	miles per gN	Unleaded Recommended)	Not exempt	102	16	
MPG	miles per gT	Unleaded Recommended)	Truck			
MPG	miles per gT	Unleaded Recommended)	Truck			
MPG	miles per gT	ulfur (15 ppm maximum)	Truck			
MPG	miles per gT	Unleaded Recommended)	Truck			
MPG	miles per gT	Unleaded Recommended)	Truck			
MPG	miles per gN		Not exempt		91	17
KW-HR/10	kilowatt-hoN		Not exempt		91	17

Annual Fu	EPA Calcu	Comment	City2 FE (U	Hwy2 Fue	Comb2 Fu	Low'd City	Low'd Hw	Low'd Cor	City2 Una
2100	2100	corrected fuel unit price, engine configuration number changed to #1 for 1.8L engine code CN							
1550	1550	hwy label value correction, Bio-Diesel Max 5%							
2050	2050	refresh release date, corrected interior volumes, fuel unit price correction, engine configurati							
2200	2200	refreshed release date, interior volume corrected, engine configuration changed to #2 for 2.0							
2100	2100	carline interior volumes corrected from 2 door to 4 door, engine configuration number chang							
2100	2100								
2300	2300	manuf con	15	22	18				19.5
2200	2200								
2400	2400	eng code c	15	21	17				19
2300	2300	manuf con	15	22	18				19.5
2200	2200								
2050	2050								
2500	2500								
2600	2600								
1950	1950								
2700	2700								
1950	1950								
2600	2600								
2600	2600								
2000	2000								
2600	2600								
2600	2600	FUEL AND GHG RATING CORRECTED TO 5							
3350	3350	5-yr fuel cost corrected							
2400	2400	manuf con	15	21	17				19.2
2500	2500	Corrected CO2 typos, corrected round error for highway rounded adjusted CO2 value							
2500	2500	Eng division correction							
2500	2500		14	19	16				17.4
2700	2700	5yr fuel cost corrected							
2100	2100	Corrected unrounded unadjusted highway and combined CO2 values							
2200	2200	corrected stop/start indicator, zero set for 5-yr fuel saved instead of zero for spending							
2550	2550								
3150	3150	corrected highway CO2 adj value							
3350	3350								
4050	4050								
3550	3550	corrected typo engine code from "CTPD" to "CTPB"							
4050	4050								
3350	3350								
4050	4050								
3550	3550	corrected typo for 570 hp engine code from "CTPD" to "CTPB"							
4050	4050								
3150	3150								
3150	3150								
3150	3150	Relabel, 50/50 weighting of best and worse (D&S) testing							
2200	2200	5yr fuel savings set to zero instead of spending							

2700	2700				
2850	2850				
2700	2700				
2850	2850				
2700	2700				
2850	2850	maximum ethanol corrected			
2850	2850	maximum ethanol corrected			
2850	2850	S/S indicator to yes, back to NO.			
3000	3000				
2200	2200	changed engine configuration number after Verify reassigned numbers on CSI after addition o			
2200	2200	changed engine configuration number after Verify reassigned numbers on CSI after addition o			
3000	3000	release date change to March			
3800	3800	9	15	11	10.5
3350	3350	data substitution corrected to no for eng code CYCA, release date change to March			
3800	3800	9	15	11	10.5
3350	3350	release date change to March			
3800	3800	9	15	11	10.5
4400	4400				
5700	5700	eng code correction			
4400	4400				
4750	4750				
3550	3550	Release date change			
4400	4400	corrected carline to Veneno Roadster 477			
1900	1900				
1950	1950	corrected combined unrounded unadj value			
2200	2200	corrected combined unadjusted unrounded value type			
1650	1650	Bio-Diesel Max 5% correction			
2200	2200				
1650	1650	Bio-Diesel Max 5% correction			
1950	1950				
2300	2300				
1650	1650	Bio-Diesel Max 5% correction			
2200	2200				
1650	1650	Bio-Diesel Max 5% correction			
2300	2300				
2300	2300				
2850	2850				
2300	2300				
1800	1800				
1750	1750				
1550	1550	hwy label value corrected, Bio-Diesel Max 5%			
1550	1550	relabel with EPA confirmatory tests, Bio-Diesel Max 5%			
2050	2050	SMOG corrected to 9 as this is a nationwide Tier 2 BIN 2 and Calif PZEV.....engine code correc			
2050	2050	engine code correction to 211 hp code			
1750	1750				

1800	1800 fuel consumption and CO2 unadj unrounded corrected, max Ethanol to 15%
2100	2100 5 yr fuel savings corrected
1550	1550 release date change, Bio-Diesel Max 5% correction
2000	2000
1900	1900
1550	1550 Bio-Diesel Max 5% correction
2200	2200
1250	1250 Start/stop indicator corrected to yes
1900	1900 rounded adjusted highway CO2 rounding error corrected
1900	1900
1650	1650 EPA confirmatory tests numbers for city highway US06 now included, no label value changes,
1600	1600 corrected CO2 values and annual fuel cost corrected, Bio-Diesel Max 5% correction
2500	2500
2500	2500 max Ethanol set to 15%
2500	2500
2450	2450 corrected fuel economy rating to 5
3000	3000
2700	2700 S/S set to yes
550	550 trans type corrected on CSI to rid warnings on label, adjusted combined fuel consumption set t
550	550 trans type corrected on CSI to rid warnings on label, adjusted combined fuel consumption set t

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	FAlternative Fuel	
Hwy2 Unr	Comb2 Unr	Hwy2 Unr	Comb2 Unr	Range2 -	Fuel2 Usa	Fuel2 Usa	Fuel2 Unit	Fuel2 Unit

SB.

on changed to #1 for 1.8L engine code CNSB
L engine code CNTC.
ed to #2 for 2.0L engine code CNTC, GHG rating corrected

30.8	23.356	15.3563	21.9111	17.7451	304	E	Ethanol (E8	MPG miles per g
30	22.7545	15.0024	21.384	17.3296	287	E	Ethanol (E8	MPG miles per g
30.8	23.356	15.3563	21.9111	17.7451	304	E	Ethanol (E8	MPG miles per g
28.8	22.5882	15.1507	20.5603	17.1855	287	E	Ethanol (E8	MPG miles per g
27.1	20.7407	13.7947	19.3602	15.8444	317	E	Ethanol (E8	MPG miles per g

f a model running change, this label includes two engine configuration numbers: #2 for engine code CETA and # 4 f
f a model running change, this label includes two engine configuration numbers: #2 for engine code CETA and # 4 f

20.8	13.5107	8.8115	15.1054	10.8449	262	E	Ethanol (E	MPG miles per g
20.5	13.4531	8.6127	14.7094	10.5874	262	E	Ethanol (E	MPG miles per g
20.5	13.4531	8.6127	14.7094	10.5874	262	E	Ethanol (E	MPG miles per g

ted

EPA reprocessed their confirmatory city and highway tests - corrected unrounded MPG results entered, Bio-Diesel

o zero, unrounded combined FE values set to four places
o zero, unrounded combined FE values set to four places

Alternative Fuel Fuel2 AltmCity CO2	Hwy CO2	Comb CO2	Fuel2 EPA	Descriptor	Intake Val	Exhaust V	Carline Cl	Carline Cl
				SIDI;	2	23		Subcompa
					2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI;	2	24		Compact C
2600	400	281	347	2600 SIDI; Unde	2	24		Compact C
				SIDI;	2	24		Compact C
2750	410	288	355	2750 SIDI; Unde	2	23		Subcompa
2600	400	281	347	2600 SIDI; Unde	2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI;	2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
					2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
					2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
				SIDI;	2	25		Midsize Ca
					2	26		Large Cars
				SIDI;	2	26		Large Cars
				SIDI;	2	26		Large Cars
				SIDI;	2	26		Large Cars
2750	406	300	358	2750 SIDI; FFV;	2	27		Small Stati
				SIDI;	2	24		Compact C
				SIDI;	2	24		Compact C
2900	450	320	392	2900 SIDI; FFV;	2	231		Small SUV 4WD
				SIDI;	2	231		Small SUV 4WD
					2	231		Small SUV 4WD
				SIDI;	2	231		Small SUV 4WD
					2	233		Standard SUV 4W
				SIDI;	2	233		Standard SUV 4W
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	21		Two Seate
				SIDI;	2	23		Subcompa
				SIDI;	2	23		Subcompa
				SIDI; Unde	2	25		Midsize Ca
				SIDI;	2	23		Subcompa

					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	23	Subcompa
					SIDI;	2	23	Subcompa
					SIDI;	2	23	Subcompa
					SIDI;	2	25	Midsize Ca
					SIDI;	2	25	Midsize Ca
					SIDI;	2	25	Midsize Ca
					SIDI;	2	231	Small SUV 4WD
or engine code CDMA and all TT models.					SIDI;	2	23	Subcompa
or engine code CDMA and all TT models.					SIDI;	2	21	Two Seate
					SIDI;	2	24	Compact C
4250	711	410	576	4250	FFV;	2	24	Compact C
					SIDI;	2	23	Subcompa
4250	726	421	589	4250	FFV;	2	23	Subcompa
					SIDI;	2	25	Midsize Ca
4250	726	421	589	4250	FFV;	2	25	Midsize Ca
						1	15	Midsize Ca
						2	21	Two Seate
						2	21	Two Seate
						2	21	Two Seate
					SIDI & PFI;	2	21	Two Seate
						2	21	Two Seate
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
						2	24	Compact C
					SIDI;	2	24	Compact C
						2	24	Compact C
					SIDI;	2	23	Subcompa
					SIDI;	2	23	Subcompa
						2	23	Subcompa
					SIDI;	2	23	Subcompa
						2	23	Subcompa
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	23	Subcompa
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
						2	24	Compact C
					Under EPA	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C

	SIDI;	2	24	Compact C
	SIDI;	2	24	Compact C
		2	24	Compact C
		1	14	Compact C
		1	14	Compact C
		2	24	Compact C
	SIDI;	2	24	Compact C
	SIDI;	2	24	Compact C
	SIDI;	2	25	Midsize Ca
	SIDI;	2	25	Midsize Ca
Max 5% correction		2	25	Midsize Ca
		2	25	Midsize Ca
	SIDI;	2	25	Midsize Ca
	SIDI;	2	230	Small SUV 2WD
	SIDI;	2	231	Small SUV 4WD
		2	233	Standard SUV 4W
	SIDI;	2	233	Standard SUV 4W
	SIDI;	2	233	Standard SUV 4W
			4	Compact C
			4	Compact C

SC	Car/Truck	Calc Appr	Sales Release D	EPA FE Label Dataset	Unique La	Label Rec	Relabel	Relabel D
	car	Vehicle Specific 5-cycle	2/25/2014	16011	N	N		
	car	Derived 5-cycle label	7/28/2014	16973	N	N		
	car	Vehicle Specific 5-cycle	6/2/2014	16013	N	N		
	car	Vehicle Specific 5-cycle	6/2/2014	16012	N	N		
	car	Vehicle Specific 5-cycle	1/15/2014	16197	N	N		
	car	Derived 5-cycle label	6/9/2014	15670	N	N		
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined;	car	Derived 5-cycle label	7/25/2014	16780	N	Y	RL	Relabel; la
	car	Vehicle Specific 5-cycle	6/9/2014	15675	N	N		
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined;	car	Derived 5-cycle label	8/22/2014	16989	N	Y	RH	Relabel; la
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined;	car	Derived 5-cycle label	7/25/2014	16782	N	Y	RL	Relabel; la
	car	Vehicle Specific 5-cycle	6/9/2014	15676	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15673	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15674	N	N		
	car	Derived 5-cycle label	6/9/2014	16062	N	N		
	car	Vehicle Specific 5-cycle	6/10/2014	15458	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	16061	N	N		
	car	Vehicle Specific 5-cycle	6/10/2014	15459	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15647	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15385	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15456	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15648	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15386	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	16699	N	N		
ons	car	Derived 5-cycle label	6/9/2014	16637	N	N		
	car	Derived 5-cycle label	8/4/2014	16057	N	N		
	car	Vehicle Specific 5-cycle	8/4/2014	15650	N	N		
		Derived 5-cycle label	6/9/2014	16034	N	N		
		Vehicle Specific 5-cycle	6/9/2014	16700	N	N		
		Vehicle Specific 5-cycle	6/10/2014	15460	N	N		
		Vehicle Specific 5-cycle	6/9/2014	16701	N	N		
	D	Vehicle Specific 5-cycle	6/2/2014	15408	N	N		
	D	Derived 5-cycle label	6/9/2014	15711	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15493	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15497	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	17249	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15598	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15492	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15496	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	17248	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15597	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15589	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15590	N	N		
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined;	car	Vehicle Specific 5-cycle	7/28/2014	16705	N	Y	RL	Relabel; la
	car	Vehicle Specific 5-cycle	8/4/2014	16702	N	N		

car	Vehicle Specific 5-cycle label	6/19/2014	16064	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	6/19/2014	16067	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	6/19/2014	16065	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	6/19/2014	16068	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	6/19/2014	16066	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	6/12/2014	15576	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	6/12/2014	15575	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	5/15/2014	15400	[redacted]	N	N	
	Vehicle Specific 5-cycle label	6/19/2014	16059	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	1/15/2014	16014	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	1/15/2014	16015	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	3/28/2014	15558	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	5/15/2014	15654	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	3/28/2014	15557	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	5/15/2014	15661	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	3/28/2014	15559	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	5/15/2014	15659	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	5/1/2014	15737	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	5/23/2014	15692	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/4/2014	15678	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/4/2014	15681	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	5/12/2014	15599	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/4/2014	16523	[redacted]	N	N	
car	Derived 5-cycle label	7/28/2014	16085	[redacted]	N	N	
car	Derived 5-cycle label	7/28/2014	16169	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/28/2014	16170	[redacted]	N	N	
car	Derived 5-cycle label	8/25/2014	16979	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/28/2014	16092	[redacted]	N	N	
car	Derived 5-cycle label	8/25/2014	16981	[redacted]	N	N	
car	Derived 5-cycle label	7/28/2014	16086	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/28/2014	16088	[redacted]	N	N	
car	Derived 5-cycle label	8/25/2014	16978	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/28/2014	16093	[redacted]	N	N	
car	Derived 5-cycle label	8/25/2014	16980	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/14/2014	15689	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/14/2014	15690	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/14/2014	15687	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	7/14/2014	15602	[redacted]	N	N	
car	Derived 5-cycle label	7/28/2014	16492	[redacted]	N	N	
car	Derived 5-cycle label	7/28/2014	16198	[redacted]	N	N	
car	Derived 5-cycle label	7/28/2014	16974	[redacted]	N	N	
car	Derived 5-cycle label	8/8/2014	16972	[redacted]	N	Y	RL Relabel - la
car	Vehicle Specific 5-cycle label	4/1/2014	16903	[redacted]	N	N	
car	Vehicle Specific 5-cycle label	4/1/2014	16904	[redacted]	N	N	
car	Derived 5-cycle label	8/25/2014	16429	[redacted]	N	N	

nomy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined.

car	Derived 5-cycle label	8/25/2014	17017	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16703	N	N
car	Derived 5-cycle label	8/4/2014	16976	N	N
car	Derived 5-cycle label	8/25/2014	16450	N	N
car	Vehicle Specific 5-cycle label	8/25/2014	16222	N	N
car	Derived 5-cycle label	7/28/2014	16977	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16381	N	N
car	Derived Vehicle Specific 5-cycle	8/26/2014	17131	N	N
car	Derived 5-cycle label	7/14/2014	16393	N	N
car	Derived 5-cycle label	7/14/2014	16273	N	N
car	Derived 5-cycle label	7/14/2014	16982	N	N
car	Derived 5-cycle label	7/28/2014	16983	N	N
car	Vehicle Specific 5-cycle label	5/26/2014	15686	N	N
	Derived 5-cycle label	7/14/2014	17018	N	N
	Derived 5-cycle label	7/14/2014	15611	N	N
D	Vehicle Specific 5-cycle label	9/15/2014	15417	N	N
D	Derived 5-cycle label	8/1/2014	15688	N	N
D	Derived 5-cycle label	9/15/2014	16838	N	N
car	Electric Vehicle 2-cycle label	11/6/2014	17261	N	N
car	Electric Vehicle 2-cycle label	11/6/2014	17261	N	N

Suppress	Police/Em	Comment	Cyl Deact	Cyl Deact	Var Valve	Var Valve	Var Valve	Var Valve	Energy St
N	N	1.8L Engin	N		Y	CONTINUC	N		
N	N	Engine Coc	N		N	N			
N	N	1.8L Engin	N		Y	CONTINUC	N		
N	N	2.0L Engin	N		Y	CONTINUC	Y	Audi Valve	
N	N	2.0L Engin	N		Y	CONTINUC	Y	Audi Valve	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
ne decreased	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
ne increased	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
ne decreased	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	Y	Deactivatic	Y	Continuou	Y	Multi-lobe	
N	N	N			N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	Y	Deactivatic	Y	Continuou	Y	Multi-lobe	
N	N	Engine Coc	Y	12 to 6 cyli	Y	Intake and	N		
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	Battery(s)
N	N	Engine cod	N		N	N			
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	Engine Coc	N		Y	Continuou	N		
N	N	Engine Coc	N		Y	Continuou	N		
ne decreased	N	Engine Coc	Y	Deactivatic	Y	Continuou	Y	Multi-lobe	
N	N	Engine Coc	N		Y	CONTINUC	Y	Audi Valve	

N	N	Engine Coc N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc N	Y	CONTINUCY	AUDI VALV
N	N	Generatior N	Y	CONTINUCY	AUDI VALV
N	N	Generatior N	Y	CONTINUCY	AUDI VALV
N	N	Engine Coc Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc N	Y	INLET AND N	
N	N	Engine Coc Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc N	Y	INLET AND N	
N	N	Engine Coc Y	Deactivatic Y	Continuou Y	Multi-lobe
N	N	Engine Coc N	Y	INLET AND N	
N	N	Y	Cylinder d Y	Variation c N	
N	N	Engine Coc N	Y	INLET AND N	
N	N	Engine Coc Y	ELECTRON Y	HYDRAULI N	
N	N	Engine Coc Y	ELECTRON Y	HYDRAULI N	
N	N	ENGINE CC N	Y	INLET AND N	
N	N	Engine Co Y	ELECTRO Y	HYDRAUL N	
N	N	Engine Coc N	Y	MECANICA N	
N	N	Engine Coc N	Y	MECANICA N	
N	N	Engine Coc N	Y	MECANICA N	
N	N	Engine Coc N	N	N	
N	N	Engine Coc N	Y	MECANICA N	
N	N	Engine Coc N	N	N	
N	N	Engine Coc N	Y	MECANICA N	
N	N	Engine Coc N	Y	MECANICA N	
N	N	Engine Coc N	N	N	
N	N	Engine Coc N	Y	MECANICA N	
N	N	Engine Coc N	N	N	
N	N	N	Y	position of N	
N	N	N	Y	position of N	
N	N	N	Y	position of N	
N	N	N	Y	CONTINUC N	
N	N	1.8L Engin N	Y	CONTINUC N	
N	N	1.8L Engin N	Y	CONTINUC N	
N	N	Engine Coc N	N	N	
N	N	Engine Coc N	N	N	
N	N	2.0L Engin N	Y	CONTINUCY	Audi Valve
N	N	2.0L Engin N	Y	CONTINUCY	Audi Valve
N	N	Engine Coc N	Y	MECANICA N	

ne decreased

N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	Y	MECANICA	N	
N	N		N	Y	MECANICA	N	Battery(s)
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	N		N	
N	N	Engine Coc	N	N		N	
N	N	Engine cod	N	Y	Electronic	N	
N	N		N	Y	position of	N	
N	N		N	Y	position of	N	
N	N	Engine Coc	N	N		N	
N	N		N	Y	INTAKE / E	N	
N	N	V6 CYLIND	N	Y	MECANICA	N	Battery(s)
N	N						Battery(s)
N	N						Battery(s)

each for Highway label

evice Desc	# Batteries	Battery Ty	Battery Ty	Total Volt	Batt Ener	Batt Spec	Batt Char	Comment	# Capacit
Energy St									

onv.

alves to a valve lift of zero (all valves closed), the fuel injection and ignition are deactivated as described

alves to a valve lift of zero (all valves closed), the fuel injection and ignition are deactivated as described

tolled and hydraulically adjusted.

1	Lithium Ior	266	5.00	37.0	On-Board

EMENT
EMENT
ECHANICAL-HYDRAULIC
ECHANICAL-HYDRAULIC
EMENT
EMENT
ECHANICAL-HYDRAULIC
ECHANICAL-HYDRAULIC

alves to a valve lift of zero (all valves closed), the fuel injection and ignition are deactivated as described

valves only

alves on a single camshaft. No change in valve overlaps.
alves on a single camshaft. No change in valve overlaps.
alves on a single camshaft. No change in valve overlaps.
alves on a single camshaft. No change in valve overlaps.
ECHANICAL-HYDRAULIC
alves on a single camshaft. No change in valve overlaps.
ECHANICAL-HYDRAULIC
alves on a single camshaft. No change in valve overlaps.
ECHANICAL-HYDRAULIC
aust valves on a single camshaft. No change in valve overlaps.
C/4HOCSA(2)-FMIKEBUG
ONTINUOUSLY VVT
ONTINUOUSLY VVT
ECHANICAL-HYDRAULIC
VALVED CONTROL
AMS
AMS
AMS
onv.
AMS
onv.
AMS
AMS
onv.
AMS
onv.
controlled and hydraulically adjusted
controlled and hydraulically adjusted
controlled and hydraulically adjusted
onv.
onv.
AMS

AMS					
AMS					
onv.					
onv.					
AMS					
ND OUTLET CAMS	1	Lithium Ior	220	5.00	27.0 On-Board
AMS					
AMS					
onv.					
onv.					
controlled and hydraulically adjusted					
controlled and hydraulically adjusted					
LICALLY AND CONTROLLED ELECTRONICALLY					
AMS	1	NiMH	288	6.00	21.5 On-Board
	27	Lithium Ion	361	75.00	76.2 Off-Board
	27	Lithium Ion	361	75.00	76.2 Off-Board

Regen Bra	Regen Bra	Regen Bra	Driver Cnt	Fuel Cell I	Usable H2	Fuel Cell (	HEV-EV C	# Drive M	Motor Ger

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km
est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km
est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

Electrical R	BRAKE PEL	Front Whe	Y	1 Other
Other	BRAKE PEL	Both	N	1 Other
Electrical F		Front Whe	Y	1 Other
Electrical F		Front Whe	Y	1 Other

Motor Ger	Rated Mot	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Cell V	Off Board	Camless V	Oil Viscosi
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
h				GDI	Spark Ignit			N	5W30 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
h				GDI	Spark Ignit			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit	N		N	5W40
				GDI	Spark Ignit	N		N	5W40
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W30 VW
		40		GDI	Spark Ignit	N	N	N	5W40 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	5W30 VW
				GDI	Spark Ignit			N	5W30 VW
h				GDI	Spark Ignit			N	5W30 VW
				GDI	Spark Ignit	N		N	5W40

	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
h	GDI	Spark Ignit	N	5W30 VW
h	GDI	Spark Ignit	N	5W30 VW
h	GDI	Spark Ignit	N	5W30 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit N	N	5W40
	GDI	Spark Ignit N	N	5W40
h	GDI	Spark Ignit	N	5W30 VW
	MFI	Multipoint N	N	5W30 VW
h	GDI	Spark Ignit	N	5W30 VW
	MFI	Multipoint N	N	5W30 VW
h	GDI	Spark Ignit	N	5W30 VW
	MFI	Multipoint N	N	5W30 VW
	MFI	Multipoint	N	0W40 / VV
	MFI	Multipoint	N	10W60 VV
	MFI	Multipoint	N	5W30 VW
	MFI	Multipoint	N	5W30 VW
	GDPI	Spark Ignit	N	5W30 VW
	MFI	Multipoint/S	N	5W30 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W-40 VW
	GDI	Spark Ignit	N	5W40 / VV
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW

		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		MFI	Multipoint			N	5W40 VW
		MFI	Multipoint			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
3 PHASE PI	28	GDI	Spark Ignit	N	N	N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		CRDI	Common R			N	5W30 VW
		GDI	Spark Ignit			N	5W40 VW
3 PHASE CI	34	GDI	Spark Ignit	N	N	N	5W40 VW
Synchron I	85			N	Y		
Synchron I	85			N	Y		

Stop/Start	Stop/Start	Trans in FE	Trans as I	Model Typ	Charge De	Charge De	Charge Su	Charge Su	EPA Calcul
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AV-S	Auto(AV-S						
N	No	Auto(S8)	Auto(S8)						
N	No	Manual(M	Manual(M						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Manual(M	Manual(M						
N	No	Auto(AV-S	Auto(AV-S	Audi A6 C\					
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)	Audi A6 qu					
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y 50700	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y 50700	Yes	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S6)	Auto(S6)						
N	No	Auto(S6)	Auto(S6)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)	Audi Q7					
N	No	Auto(AM-S	Auto(AM-S						
N	No	Manual(M	Manual(M						
M 50500	No	Auto(AM-S	Auto(AM-S						
M 50500	No	Manual(M	Manual(M						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Manual(M	Manual(M						
M 50500	No	Auto(AM-S	Auto(AM-S						
M 50500	No	Manual(M	Manual(M						
N 50700	No	Auto(AM-S	Auto(AM-S						
N 50700	No	Auto(AM-S	Auto(AM-S						
N 50700	No	Auto(S8)	Auto(S8)						
N	No	Auto(AM-S	Auto(AM-S						

N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N 50700	No	Auto(AM-S	Auto(AM-S
N 50700	No	Auto(AM-S	Auto(AM-S
N 50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N	No	Auto(AM-S	Auto(AM-S TT Coupe c
N	No	Auto(AM-S	Auto(AM-S TT Coupe c
N 50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N 50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N 50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N VW50500	No	Auto(S8)	Auto(S8)
N 50500	No	Auto(AM-S	Auto(AM-S
Y 50700	Yes	Auto(AM-S	Auto(AM-S
Y 50700	Yes	Auto(AM-S	Auto(AM-S
N	No	Auto(AM-S	Auto(AM-S
N 50700	No	Auto(AM-S	Auto(AM-S VENENO
N	No	Auto(S6)	Auto(S6)
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Manual(M	Manual(M
N	No	Auto(S6)	Auto(S6)
N	No	Auto(AM-S	Auto(AM-S
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(S6)	Auto(S6)
N	No	Auto(AM-S	Auto(AM-S
N	No	Auto(S6)	Auto(S6)
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(S6)	Auto(S6)

N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Auto(S6)	Auto(S6)	Jetta Base
N	No	Manual(M	Manual(M	
N	No	Manual(M	Manual(M	
N	No	Manual(M	Manual(M	
Y	Yes	Auto(AM-S	Auto(AM-S	
N	No	Auto(S6)	Auto(S6)	
N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Auto(S6)	Auto(S6)	Tiguan fro
N	No	Auto(S6)	Auto(S6)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
Y	Yes	Auto(S8)	Auto(S8)	Touareg H
N	No	Auto(A1)	Auto(A1)	
N	No	Auto(A1)	Auto(A1)	

[illegible]	EPA Calculated Gas G	[illegible]	[illegible] (GHG Ratin	#1 Smog R	#1 Mfr Sm	#1 EPA Sm	SmartWay
34.9		7	7	FVGAV02.(	9		
48.3		8	8	FVGAV02.(	5		
36.2		7	7	FVGAV02.(	9		
34.3		6	6	FVGAV02.(	9		
35.2		7	7	FVGAV02.(	9		
35.4		7	7	FVGAV02.(	5		
32.3		6	6	FVGAJ02.0	5		
33.1		6	6	FVGAV02.(	5		
31.4		6	6	FVGAJ02.0	5		
32.3		6	6	FVGAJ02.0	5		
33.1		6	6	FVGAV02.(	5		
36.9		7	7	FVGAV02.(	5		
30.0		5	5	FVGAV02.(	5		
28.1		5	5	FVGAJ03.0	5		
37.7		7	6	FVGAJ03.0	5		
27.9		5	5	FVGAJ03.0	5		
37.7		7	6	FVGAJ03.0	5		
28.8		5	5	FVGAV03.(	5		
28.0		5	5	FVGAV04.(	5		
36.9		7	6	FVGAJ03.0	5		
28.8		5	5	FVGAV03.(	5		
27.6		5	5	FVGAV04.(	5		
21.1		4	4	FVGAV06.3	5		
31.2		6	6	FVGAJ02.0	5		
30.0		5	5	FVGAV02.(	5		
29.5		5	5	FVGAV02.(	5		
29.6		5	5	FVGAJ02.0	5		
27.2		5	5	FVGAJ03.0	5		
34.3		7	5	FVGAJ03.0	5		
34.0		6	6	FVGAT02.(	5		
28.1		5	4	FVGAT03.(	5		
23.1		4	4	FVGAT03.(	5		
20.7		4	4	FVGAV04.2	5		
17.2		2	2	FVGAV04.2	5		
19.6		3	3	FVGAV05.2	5		
17.0		2	2	FVGAV05.2	5		
20.7		4	4	FVGAV04.2	5		
17.2		2	2	FVGAV04.2	5		
19.6		3	3	FVGAV05.2	5		
17.0		2	2	FVGAV05.2	5		
22.8		4	4	FVGAV04.2	5		
22.6		4	4	FVGAV04.2	5		
22.6		4	4	FVGAV04.(	5		
33.2		6	6	FVGAV02.(	5		

26.9	[redacted]	5	5 FVGAJ03.0	5
23.5		5	5 FVGAJ03.0	5
26.9		5	5 FVGAJ03.0	5
23.5		5	5 FVGAJ03.0	5
26.4		5	5 FVGAJ03.0	5
25.4		5	5 FVGAV04.(	5
25.4		5	5 FVGAV04.(	5
25.0		5	5 FVGAV04.(	5
24.9		4	4 FVGAJ03.0	5
33.3		6	6 FVGAV02.(	5
33.3		6	6 FVGAV02.(	5
23.7		4	4 FVGAV04.(	5
19.5		3	3 FVGAV06.(	5
21.9		4	4 FVGAV04.(	5
18.3		3	3 FVGAV06.(	5
21.9		4	4 FVGAV04.(	5
18.3		3	3 FVGAV06.(	5
15.9		1	1 FVGAV06.8	5
12.6		1	1 FVGAV08.(	5
16.4		1	1 FVGAV06.5	5
14.6		1	1 FVGAV06.5	5
20.0		3	3 FVGAV05.2	5
15.8		1	1 FVGAV06.	5
37.0		7	7 FVGAV02.(	7
35.9		7	7 FVGAV02.(	7
33.9		6	6 FVGAV02.(	7
46.6		8	7 FVGAV02.(	5
33.1		6	6 FVGAV02.(	7
46.4		8	7 FVGAV02.(	5
35.9		7	7 FVGAV02.(	7
33.3		6	6 FVGAV02.(	7
45.8		8	7 FVGAV02.(	5
33.1		6	6 FVGAV02.(	7
45.3		8	7 FVGAV02.(	5
32.2		6	6 FVGAJ02.0	5
31.4		6	6 FVGAJ02.0	5
24.8		5	5 FVGAV03.(	5
32.4		6	6 FVGAV02.(	5
38.9		7	7 FVGAV02.(	9
39.3		7	7 FVGAV02.(	9
48.3		8	8 FVGAV02.(	5
48.2		8	8 FVGAV02.(	5
35.9		7	7 FVGAV02.(	9
35.8		7	7 FVGAV02.(	9
39.4		7	7 FVGAV02.(	7

38.4	[redacted]	7	7	FVGAV02.(7
34.8		7	7	FVGAV02.(7
49.2		8	8	FVGAV02.(5
34.9		6	6	FVGAV02.(5
35.9		7	7	FVGAV02.(5
48.7		8	8	FVGAV02.(5
34.0		6	6	FVGAV02.(7
60.8		10	10	FVGAV01.4 7
37.7		7	7	FVGAV02.(7
37.3		7	7	FVGAV02.(7
46.2		8	7	FVGAV02.(5
46.9		8	7	FVGAV02.(5
28.5		5	5	FVGAV03.(5
29.7		5	5	FVGAJ02.0 5
29.6		5	5	FVGAJ02.0 5
29.6		5	5	FVGAT03.(5
25.0		4	4	FVGAT03.(5
28.2		5	5	FVGAT03.(5
		10	10	FVGAV00. 10
		10	10	FVGAV00. 10

| | | |

FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	7
FVGAV02.(	7
FVGAV02.(	5

FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5

[illegible]	You Save$	You Spend$	City CO2 R	Hwy CO2 R	Comb CO2	CO2- Volu	CO2- Volu	CO2-Vol In
	500		379	267	328			
	3250		326	236	285			
	750		362	256	314			
	0		379	280	334			
	500		366	271	323			
	500		374	280	332			
		500	415	295	361			
	0		398	277	343			
		1000	424	303	370			
		500	415	295	361			
	0		398	277	343			
	750		360	272	320			
		1500	452	306	386			
		2000	482	326	412			
	1250		416	267	349			
		2500	493	321	416			
	1250		416	267	349			
		2000	473	303	397			
		2000	484	299	401			
	1000		426	280	360			
		2000	473	303	397			
		2000	492	310	410			
		5750	640	403	534			
		1000	420	317	373			
		1500	451	313	389			
		1500	446	316	387			
		1500	452	322	393			
		2500	496	347	429			
	500		430	328	385			
	0		369	298	337			
		1750	541	369	464			
		4750	570	409	498			
		5750	656	394	538			
		9250	772	439	622			
		6750	686	400	557			
		9250	753	454	618			
		5750	656	394	538			
		9250	772	439	622			
		6750	686	400	557			
		9250	753	454	618			
		4750	562	379	480			
		4750	558	398	486			
		4750	614	355	497			
	0		381	289	340			

	2500	488	321	413
	3250	519	341	439
	2500	488	321	413
	3250	519	341	439
	2500	500	341	428
	3250	531	330	441
	3250	531	330	441
	3250	534	331	442
	4000	528	373	458
0		395	284	345
0		395	284	345
	4000	580	347	475
	8000	710	421	580
	5750	638	370	517
	8000	736	443	604
	5750	638	370	517
	8000	736	443	604
	11000	840	501	688
	17500	1050	599	847
	11000	836	481	676
	12750	902	547	742
	6750	629	441	544
	11000	831	523	692
1500		357	270	318
1250		372	270	326
0		377	302	343
2750		332	251	295
0		393	292	347
2750		333	251	296
1250		369	274	326
	500	392	314	357
2750		335	256	300
0		393	292	347
2750		344	254	303
	500	402	284	349
	500	428	278	361
	3250	523	351	446
	500	405	292	354
2000		352	247	305
2250		350	240	300
3250		326	236	285
3250		334	227	286
750		358	271	319
750		355	258	311
2250		347	238	298

2000		351	239	301
500		379	281	334
3250		324	228	281
1000		395	265	337
1500		357	259	313
3250		332	223	283
0		389	274	338
4750		212	185	200
1500		363	247	311
1500		366	251	314
2750		344	243	298
3000		341	234	293
	1500	449	319	390
	1500	431	344	392
	1500	435	344	394
	1250	517	351	442
	4000	520	391	462
	2500	447	372	413
8500		0	0	0
8500		0	0	0

[illegible]	[illegible]	[illegible]	[illegible]	240V Char	120V Char	PHEV Tota
309.0	191.0	255.9	378.7	267.1	328.5	
247.7	165.1	210.5	325.6	236.3	285.4	
289.0	188.0	243.6	362.1	255.5	314.1	
305.0	200.0	257.8	378.6	280.1	334.3	
294.0	198.0	250.8	366.0	271.0	323.2	
292.0	199.0	250.2	373.7	280.2	331.6	
327.0	210.0	274.4	415.0	295.0	361.0	
321.2	202.4	267.7	398.0	276.6	343.4	
335.0	216.0	281.4	424.4	303.1	369.8	
327.0	210.0	274.4	415.0	295.0	361.0	
321.2	202.4	267.7	398.0	276.6	343.4	
282.0	189.0	240.2	360.0	272.0	320.4	
358.0	219.0	295.4	452.0	306.0	386.3	
383.5	233.0	315.8	481.7	326.0	411.6	
331.0	194.0	269.4	415.7	267.3	348.9	
385.0	236.0	318.0	492.9	320.9	415.6	
331.0	194.0	269.4	415.7	267.3	348.9	
376.5	225.0	308.3	473.4	302.9	396.7	
391.0	224.0	315.9	483.9	299.0	400.7	
339.0	198.0	275.6	425.6	280.1	360.1	
376.5	225.0	308.3	473.4	302.9	396.7	
396.0	226.0	319.5	492.3	309.7	410.1	
515.0	310.0	422.8	640.3	403.3	533.6	
331.0	226.0	283.8	419.7	316.6	373.3	
357.5	223.0	297.0	451.0	312.5	388.7	
357.0	230.0	299.9	445.6	315.7	387.1	
358.0	230.0	300.4	451.6	321.9	393.2	
390.0	251.0	327.4	496.0	347.0	429.0	
348.0	231.0	295.4	430.5	328.5	384.6	
380.0	223.0	309.4	369.0	298.0	337.0	
446.0	260.0	362.3	541.0	369.0	463.6	
458.0	295.0	384.6	569.6	409.5	497.6	
540.6	299.8	432.3	656.3	394.3	538.4	
651.3	362.7	521.4	771.6	439.1	622.0	
577.0	309.4	456.6	685.6	400.2	557.2	
646.3	377.5	525.3	753.1	454.0	618.5	
540.6	299.8	432.3	656.3	394.3	538.4	
651.3	362.7	521.4	771.6	439.1	622.0	
577.0	309.4	456.6	685.6	400.2	557.2	
646.3	377.5	525.3	753.1	454.0	618.5	
466.0	296.0	389.5	562.0	379.0	479.6	
463.0	307.0	392.8	558.0	398.0	486.0	
499.5	269.5	396.0	613.8	354.8	497.3	
311.0	214.0	267.4	381.4	289.2	339.9	

396.0	248.0	329.4	488.0	321.0	412.8
443.0	266.0	363.4	519.0	341.0	438.9
396.0	248.0	329.4	488.0	321.0	412.8
443.0	266.0	363.4	519.0	341.0	438.9
401.0	256.0	335.8	500.0	341.0	428.4
427.7	252.5	348.9	530.7	330.5	440.6
427.7	252.5	348.9	530.7	330.5	440.6
444.0	243.0	353.6	534.0	330.6	442.5
427.0	269.0	355.9	528.0	372.7	458.1
312.7	210.3	266.6	395.4	284.3	345.4
312.7	210.3	266.6	395.4	284.3	345.4
462.0	263.0	372.4	580.0	347.0	475.2
576.0	314.0	458.1	709.5	420.8	579.6
511.0	278.0	406.2	638.3	369.6	517.4
617.0	333.0	489.2	736.3	442.9	604.3
511.0	278.0	406.2	638.3	369.6	517.4
617.0	333.0	489.2	736.3	442.9	604.3
690.0	408.0	563.1	840.4	501.0	687.7
885.0	495.0	709.5	1050.0	599.0	847.0
705.0	353.0	546.6	836.0	481.0	676.2
771.0	418.0	612.2	902.0	547.0	742.2
524.0	346.0	443.9	628.6	441.0	544.2
708.0	392.0	565.8	831.0	523.0	692.4
277.9	191.7	239.1	357.0	270.4	318.0
290.3	191.7	245.9	371.7	270.4	326.1
306.6	211.2	263.7	377.1	302.3	343.4
253.0	176.0	218.4	331.8	251.0	295.4
322.0	206.1	269.8	392.7	291.6	347.2
254.0	176.0	218.9	333.0	251.0	296.1
287.7	194.3	245.7	368.6	273.9	326.0
308.8	219.0	268.4	392.5	313.5	357.0
256.0	180.0	221.8	335.4	256.4	299.8
322.0	206.1	269.8	392.7	291.6	347.2
263.0	178.0	224.8	343.6	253.7	303.2
327.7	209.1	274.3	402.3	284.1	349.2
347.4	204.8	283.2	428.4	278.4	360.9
434.0	265.0	358.0	523.0	351.0	445.6
321.0	213.0	272.4	404.7	291.7	353.9
274.0	174.0	229.0	352.4	246.5	304.7
272.0	169.0	225.6	350.1	239.8	300.5
247.7	165.1	210.5	325.6	236.3	285.4
255.0	158.0	211.4	334.2	226.8	285.9
288.0	195.0	246.2	358.0	270.7	318.7
294.0	191.0	247.7	354.6	257.9	311.1
269.6	168.0	223.9	347.2	238.5	298.3

272.8	168.4	225.8	351.0	239.0	300.6	
302.4	201.2	256.9	378.6	280.6	334.5	
246.0	159.0	206.8	323.6	228.1	280.6	
310.0	188.0	255.1	394.9	265.4	336.6	
302.0	179.0	246.6	356.6	259.3	312.8	
253.0	155.0	208.9	331.8	222.7	282.7	
316.2	198.2	263.1	389.2	274.4	337.5	
155.0	136.0	146.4	211.9	184.8	199.7	
283.0	174.7	234.3	363.0	247.5	311.0	
285.3	177.3	236.7	365.8	251.0	314.1	
263.0	170.0	221.2	343.6	242.9	298.3	
261.0	163.0	217.0	341.3	233.5	292.8	
372.0	238.0	311.7	449.0	319.0	390.5	
340.8	246.4	298.3	431.3	344.0	392.0	
343.9	246.4	300.0	435.0	344.0	394.0	
422.0	248.0	343.7	517.0	351.0	442.3	
416.0	281.0	355.2	520.1	390.6	461.8	
354.0	267.0	314.8	446.9	371.8	413.1	
0	0	0	0	0	0	4.0
0	0	0	0	0	0	4.0

[illegible]	Comb Vol Higher	Final Labe	EPA_FUEL	EPA_GHG	EPA_AMT
N	3.7	3.7			
N	2.8	2.8			
N	3.6	3.6			
N	3.8	3.8			
N	3.7	3.7			
N	3.7	3.7			
N	4.0	4.0			
N	3.8	3.8			
N	4.2	4.2			
N	4.0	4.0			
N	3.8	3.8			
N	3.6	3.6			
N	4.3	4.3			
N	4.5	4.5			
N	3.4	3.4			
N	4.8	4.8			
N	3.4	3.4			
N	4.5	4.5			
N	4.5	4.5			
N	3.6	3.6			
N	4.5	4.5			
N	4.5	4.5			
N	5.9	5.9			
N	4.2	4.2			
N	4.3	4.3			
N	4.3	4.3			
N	4.3	4.3			
N	4.8	4.8			
N	3.7	3.7			
N	3.8	3.8			
N	4.5	4.5			
N	5.6	5.6			
N	5.9	5.9			
N	7.1	7.1			
N	6.2	6.2			
N	7.1	7.1			
N	5.9	5.9			
N	7.1	7.1			
N	6.2	6.2			
N	7.1	7.1			
N	5.6	5.6			
N	5.6	5.6			
N	5.6	5.6			
N	3.8	3.8			

N	4.8	4.8
N	5.0	5.0
N	4.8	4.8
N	5.0	5.0
N	4.8	4.8
N	5.0	5.0
N	5.0	5.0
N	5.0	5.0
N	5.3	5.3
N	3.8	3.8
N	3.8	3.8
N	5.3	5.3
N	6.7	6.7
N	5.9	5.9
N	6.7	6.7
N	5.9	5.9
N	6.7	6.7
N	7.7	7.7
N	10.0	10.0
N	7.7	7.7
N	8.3	8.3
N	6.2	6.2
N	7.7	7.7
N	3.6	3.6
N	3.7	3.7
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N	3.6	3.6
N	3.6	3.6
N	2.9	2.9
N	2.9	2.9
N	4.3	4.3
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To: Zimpfer, Amy[Zimpfer.Amy@epa.gov]; robert.babik@gm.com[robert.babik@gm.com]; Byung Ki Ahn (bk.ahn@hyundai.com)[bk.ahn@hyundai.com]; Christian H. Mohrdieck (Christian.Mohrdieck@daimler.com)[Christian.Mohrdieck@daimler.com]; Clark E. Parker (clarkeparker@aqmd.gov)[clarkeparker@aqmd.gov]; Daniel Sperling (dsperling@ucdavis.edu)[dsperling@ucdavis.edu]; Janea Scott (janea.scott@energy.ca.gov)[janea.scott@energy.ca.gov]; Joerg Launer (Jorg.Launer@vw.com)[Jorg.Launer@vw.com]; Justin Ward (justin.ward@tema.toyota.com)[justin.ward@tema.toyota.com]; Kenzo Oshihara (oshihak@nrd.nissan-usa.com)[oshihak@nrd.nissan-usa.com]; r.modlin@chrysler.com[r.modlin@chrysler.com]; Robert Bienenfeld (Robert_Bienenfeld@ahm.honda.com)[Robert_Bienenfeld@ahm.honda.com]; Sunita Satyapal Ph. D. (Sunita.Satyapal@ee.doe.gov)[Sunita.Satyapal@ee.doe.gov]; Thorsten Wesse (Thorsten.Wesse@afcc-auto.com)[Thorsten.Wesse@afcc-auto.com]
Cc: Wilder, Ceciley[Wilder.Ceciley@epa.gov]; gcole@aqmd.gov[gcole@aqmd.gov]; Hosea.Alston@EE.Doe.Gov[Hosea.Alston@EE.Doe.Gov]; Kaori Alarid (kaori.alarid@tema.toyota.com)[kaori.alarid@tema.toyota.com]; Melanie Hobenshield (melanie.hobenshield@afcc-auto.com)[melanie.hobenshield@afcc-auto.com]; Michele Lorton (michele.lorton@energy.ca.gov)[michele.lorton@energy.ca.gov]; Pat Fritschi (pf38@chrysler.com)[pf38@chrysler.com]; Sabine Zeller (sabine.zeller@daimler.com)[sabine.zeller@daimler.com]; Sandra McElroy (sandra.mcelroy@gm.com)[sandra.mcelroy@gm.com]; **Ex. 7** **Ex. 7** Alex Keros (alexander.keros@gm.com)[alexander.keros@gm.com]; Bill Elrick[belrick@CAFCP.org]; Fred Joseck (fred.joseck@ee.doe.gov)[fred.joseck@ee.doe.gov]; John Juriga (jjuriga@hatci.com)[jjuriga@hatci.com]; MIKULIN, JOHN[MIKULIN.JOHN@EPA.GOV]; Lance Atkins (lance.atkins@nissan-usa.com)[lance.atkins@nissan-usa.com]; mmiyasato@aqmd.gov[mmiyasato@aqmd.gov]; McKinney, Jim@Energy[Jim.McKinney@energy.ca.gov]; Ronald Grasman (ronald.grasman@daimler.com)[ronald.grasman@daimler.com]; catherine.kim@daimler.com[catherine.kim@daimler.com]; **Ex. 7** **Ex. 7** Nancy Ann Leffler (NAL@CHRYSLER.COM)[NAL@CHRYSLER.COM]; Pat Krayser[pkrayser@aqmd.gov]; Amy Lilly (alilly@hatci.com)[alilly@hatci.com]; **Ex. 7** Andreas Truckenbrodt (andreas.truckenbrodt@truckenbrodts.com)[andreas.truckenbrodt@truckenbrodts.com]; **Ex. 7** Bob Cassidy (robert.cassidy@nissan-usa.com)[robert.cassidy@nissan-usa.com]; Brandi Gonzales[bgonzales@CAFCP.org]; **Ex. 7** **Ex. 7** Grundler, Christopher[grundler.christopher@epa.gov]; Chris White[cwhite@CAFCP.org]; Dean Kato (dean@intereco.com)[dean@intereco.com]; **Ex. 7** Frank Seyfried (frank.seyfried@volkswagen.de)[frank.seyfried@volkswagen.de]; **Ex. 7** **Ex. 7** Jared Farnsworth (jared.farnsworth@tema.toyota.com)[jared.farnsworth@tema.toyota.com]; Jason Marcinkoski (jason.marcinkoski@ee.doe.gov)[jason.marcinkoski@ee.doe.gov]; Jerome Gregeois (jgregeois@hatci.com)[jgregeois@hatci.com]; Juergen Friedrich (juergen.friedrich@daimler.com)[juergen.friedrich@daimler.com]; Kevin Lee (kslee@hatci.com)[kslee@hatci.com]; Kiho Yoo (k.u@hyundai-motor.com)[k.u@hyundai-motor.com]; Linda Carrizosa[lcarrizosa@cafcp.org]; Lisa Mirisola (lmirisola@aqmd.gov)[lmirisola@aqmd.gov]; Mark S. Torigian Esq (Mtorigian@hatci.com)[Mtorigian@hatci.com]; Matt McClory (matt.mcclory@tema.toyota.com)[matt.mcclory@tema.toyota.com]; Matthew Forrest (matthew.forrest@daimler.com)[matthew.forrest@daimler.com]; Nico Bouwkamp[nbouwkamp@cafcp.org]; Randy Roesser (Randy.Roesser@energy.ca.gov)[Randy.Roesser@energy.ca.gov]; Wysor, Tad[wysor.tad@epa.gov]; Takehito Yokoo (takehito.yokoo@tema.toyota.com)[takehito.yokoo@tema.toyota.com]; Tiger Jeong (tigerjeong@hyundai.com)[tigerjeong@hyundai.com]; Tim Olson (tolson@energy.state.ca.us)[tolson@energy.state.ca.us]
From: Linda Carrizosa
Sent: Thur 10/9/2014 6:45:38 PM
Subject: CaFCP Executive Board Meeting agenda, Oct 21, 2014

Dear Executive Board:

EB Agenda on MR:

The Oct 21, 2014 Executive Board Meeting agenda is now available on MR located here: http://cafcpmembers.org/membersonly/eb_meeting_20141021

EB Agenda on public website:

The EB agenda is also available on our public website, www.cafcp.org, located here: http://cafcp.org/getinvolved/events/cafcp_executive_board_meeting_october_21_2014

RSVP: *Need to register at link provided*:

1. Please register here: http://cafcp.org/eb201410_register, located on our public website.

2. Registration is required if you are attending the meeting.

a. This registration is in addition to your outlook meeting response

b. Only need you to register if you are attending in person.

3. Just want to remind everyone that this is an in-person meeting and your attendance is required for a successful meeting.

Other meeting materials and information will be available shortly.

Thank you,

Linda Carrizosa | Administrative Assistant | CaFCP

D 916 371 2870 | F 916 375 8005 | lcarrizosa@cafcp.org

3300 Industrial Blvd., Ste. 1000, West Sacramento, CA 95691 | www.cafcp.com

To: Morrie Lee[ml90@chrysler.com]; Jim Smith[james.smith@chrysler.com]
From: Dalton, Joel
Sent: Thur 10/9/2014 6:48:34 PM
Subject: RE: 2014 NVFEL Vehicle Technology Showcase--Oct. 9th

You can still make the panel – that's all I'm going over for (in a few minutes!)

The lab organized this whole thing --- it could have been better shared, for sure…

RSVP not required.

Joel

From: Morrie Lee [mailto:ml90@chrysler.com]
Sent: Thursday, October 09, 2014 1:10 PM
To: Dalton, Joel; Jim Smith
Subject: RE: 2014 NVFEL Vehicle Technology Showcase--Oct. 9th

What a shame. I would have liked to have participated.

From: Dalton, Joel [mailto:Dalton.Joel@epa.gov]
Sent: Thursday, October 09, 2014 11:51 AM
To: Jim Smith; Morrie Lee
Subject: FW: 2014 NVFEL Vehicle Technology Showcase--Oct. 9th

Hi Jim and Morrie –

I assume(d) you or others from CRX have seen this.

If not, this is obviously late notice – but feel free to come out for any portion you are interested in:

Schedule:

1:00 P.M. to 1:10 P.M.: Welcome David Haugen—*NVFEL Director*

1:10 P.M. to 2:15 P.M.: Technology Displays

2:15 P.M. to 2:40 P.M.: Opening Remarks Chris Grundler—*OTAQ Office Director*

Keynote Remarks Janet McCabe—*Presidential Nominee for Assistant Administrator for the Office of Air and Radiation, EPA*

2:40 P.M. to 3:00 P.M.: *2014 Trends Report* Overview Aaron Hula—*Technology Advisor*

3:00 P.M. to 4:00 P.M.: Panel Discussion: *Progress in GHG Emissions and Fuel Economy Through Powertrain Technologies* Moderated by: Mike Olechiw—*Light*

Displays:

American Honda Motor Co., Inc.

BMW of North America

Diesel Technology Forum

EPA: Climate Change, Green Vehicle Guide, Hot/Cold Temperature Test Sites, SmartWay

Ford Motor Company

General Motors Corporation

JATCO USA, Inc.

Mazda North American Operations

Mercedes-Benz Research and Development NA

Mitsubishi Motors

Nissan North America, Inc.

Robert Bosch LLC

Tesla Motors, Inc.

Valeo

Volkswagen Group of America

Distinguished Panelists:

James Chen VP of Regulatory Affairs & Associate General Counsel, Tesla Motors, Inc.

John German Senior Fellow, International Council on Clean Transportation

Mitsuo Hitomi Managing Executive Officer, Global Powertrain Development, Mazda Motor Corporation

Paul Nahra Senior Technical Specialist, BorgWarner Inc.

Oliver Schmidt General Manager, Engineering and Environmental Office, Volkswagen Group of America

Luke Tonachel Director for Vehicles and Fuels, Natural Resources Defense Council

Subject: 2014 NVFEL Vehicle Technology Showcase--Oct. 9th

Good morning,

I am pleased to share that we will be hosting another NVFEL Vehicle Technology Showcase in Ann Arbor this October 9th. This comprises manufacturer displays, release of EPA's *CO2 and Fuel Economy Trends Report,* and a panel discussion—*Progress in GHG Emissions and Fuel Economy Through Powertrain Technologies*.

This year, Assistant Administrator Janet McCabe will be joining us as well. Highlights from the last Showcase can be viewed at http://www.epa.gov/nvfel/showcase.htm.

An RSVP form is attached—please share with your appropriate, distinguished network contacts from local industry, academia, research organizations, NGOs, etc.

If you have questions, please let me know. Thank you.

Regards,
John Spieth

Vehicle Testing Center Director

EPA, National Vehicle & Fuel Emissions Laboratory

(734) 214-4460

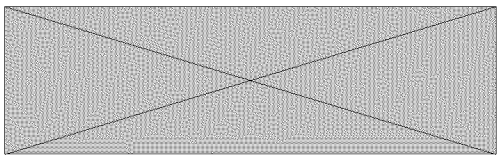
spieth.john@epa.gov

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Thur 10/9/2014 7:48:34 PM
Subject: P.M. NEWSCAST: Good, bad news in used-car boom | Benz scores Sept. win over Audi | Marchionne up close

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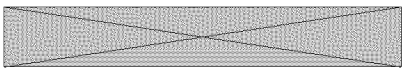
October 9, 2014



From a boom to a bite »

A Sept. win for Benz »

Marchionne up close »



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Automotive News is located at **1155 Gratiot Ave., Detroit, Michigan, 48207**

To: Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Good, David
Sent: Thur 10/9/2014 7:48:56 PM
Subject: RE: Battery Packs

Richard,

We prefer number of batteries, not modules. Go to www.fueleconomy.gov then scroll to the bottom of any page and click on 'Download EPA's MPG Ratings" and open the 2014 & 2015 datafiles. Go to column 91 to see what other manufacturers are entering.

The Chevrolet Volt has 288 cells & 4 modules (from web) and they entered "1" battery.

The BMW I3 has 8 modules with 12 cells each and they entered 8 batteries.

The Tesla Model S has 16 modules, more than 7000 cells (from web) and they entered "1" battery.

Most mfrs list 1 battery for their EV or PHEVs. The most batteries for all EVs & PHEVs that I see in Verify is 12 for the Mercedes B-Class Electric Drive---and Mercedes probably listed modules, not batteries.

You decide.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Thursday, October 09, 2014 2:28 PM
To: Good, David
Subject: FW: Battery Packs

Hi Dave;

I am having trouble convincing my colleagues in calling the number of battery packs from the input for the test group and our e-Golf, as you can see below they ask for battery packs not number of batteries. So I think we are not speaking the same language here, but if you and your colleagues feel this term called battery packs refers to one container then it would be one battery and not 27 as we inserted here. Please be sure that this is what they are asking for in this field before we change it to one. The complete breakdown is as follows all in one container or battery.

27 modules. Within each module it is a series/parallel combination. Each cell has a nominal potential of 3.7 volts.

- 10 modules have 6 cells "2 pairs of 3 parallel cells in series" =60 cells
- 17 modules have 12 cells "4 pairs of 3 parallel cells in series" =204 cells
- TOTAL = 264 cells

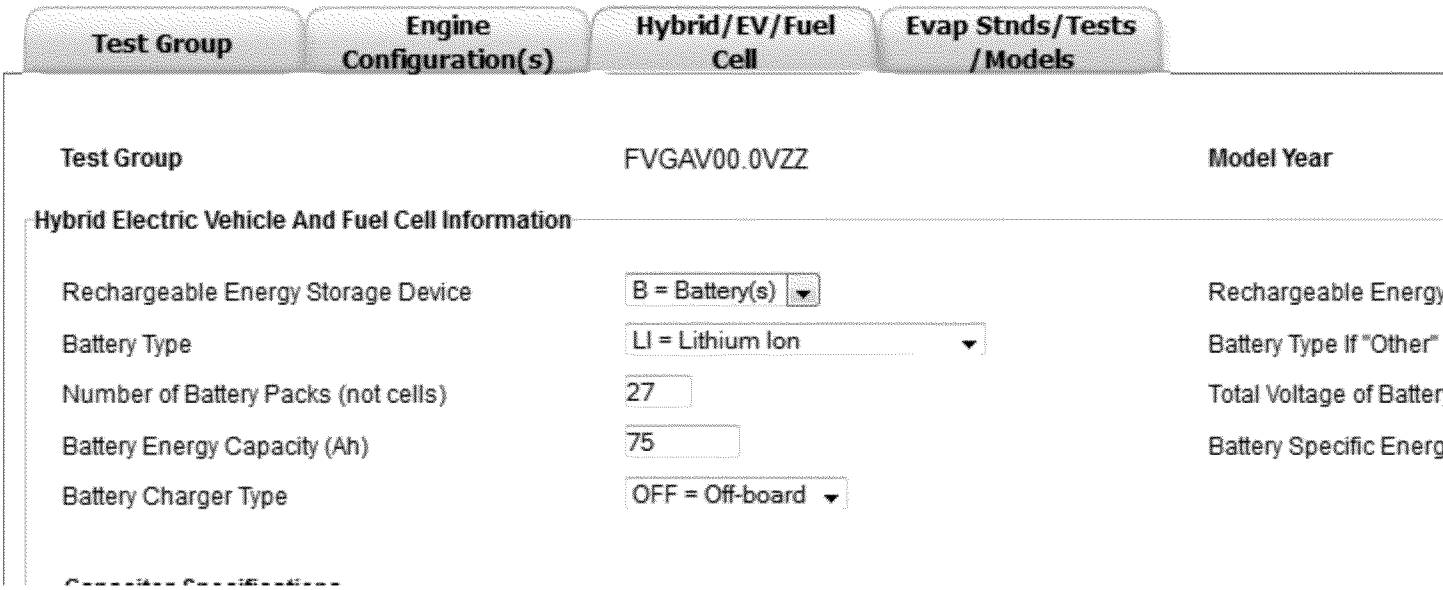
Let me know.

From: Giles, Michael (EEO)
Sent: Thursday, October 09, 2014 2:11 PM
To: Thomas, Richard (EEO)
Subject: Battery Packs

Test Group Dataset Submission

* or [*] = required field

+ = CTRL-click to select multiple values



Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

Test Group Dataset Submission

* or * = required field

+ = CTRL-click to select multiple values

Test Group | Engine Configuration(s) | Hybrid/EV/Fuel Cell | Evap Stnds/Tests /Models

Test Group	FVGAV00.0VZZ	**Model Year**	2015

Hybrid Electric Vehicle And Fuel Cell Information

Rechargeable Energy Storage Device	B = Battery(s)	Rechargeable Energy Storage Device If "Other"	
Battery Type	LI = Lithium Ion	Battery Type If "Other"	
Number of Battery Packs (not cells)	27	Total Voltage of Battery Pack(s) (Volts)	361
Battery Energy Capacity (Ah)	75	Battery Specific Energy (Whr/kg)	76.2
Battery Charger Type	OFF = Off-board		

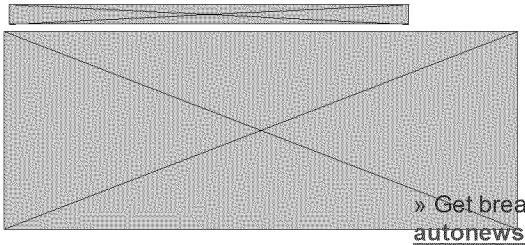
Capacitor Specifications

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Thur 10/9/2014 8:39:24 PM
Subject: DAILY: Behind Marchionne's rush to retool Fiat-Chrysler | M-B earns EPA credit for start-stop | BMW-backed researchers close in on cheaper carbon fiber | Toyota remains most valuable auto brand

Today's most read story

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October 9, 2014



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TOP NEWS

Marchionne rebuilds Fiat-Chrysler at 200 mph to woo Wall Street

4:30 am U.S. ET | Oct 9

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Mercedes-Benz rewarded with EPA credits for adopting start-stop

8:01 pm U.S. ET | Oct 8

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BMW-backed researchers close in

on cheaper carbon fiber

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Toyota remains most valuable automotive brand

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Mercedes sales top Audi in Sept. as global competition intensifies

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Tesla to end 'The D' suspense

UPDATED: 10/9/14 11:17 am ET - adds Musk comments

12:34 am U.S. ET | Oct 9

Fiat Chrysler could sell $830 million in shares after U.S.

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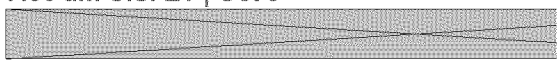
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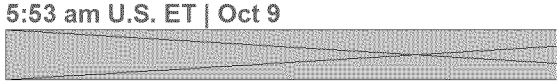
listing, report says

7:33 am U.S. ET | Oct 9



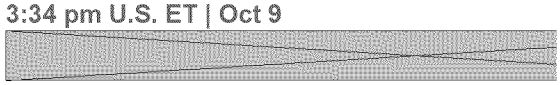
Russian market in free fall as Ukraine crisis curbs demand

5:53 am U.S. ET | Oct 9



Federal-Mogul opens $15 million piston ring plant in Mexico

3:34 pm U.S. ET | Oct 9



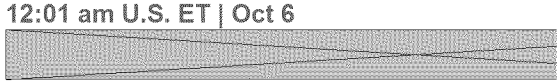
Acura tops among mobile web sites for shopping, Power says

3:58 pm U.S. ET | Oct 9



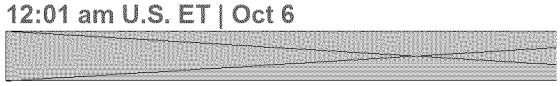
Bentley crossover is coming to U.S., along with store upgrades

12:01 am U.S. ET | Oct 6

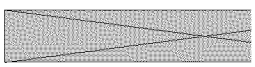


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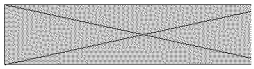
» Oct. 14 - Digital Data for Dealers
by Cars.com

» Oct. 16 - Achieving Quality
by Microsoft

» Oct. 23 - Transform Your Digital Dealership
by Naked Lime

» Oct. 28 - A Tale of Two Reviews

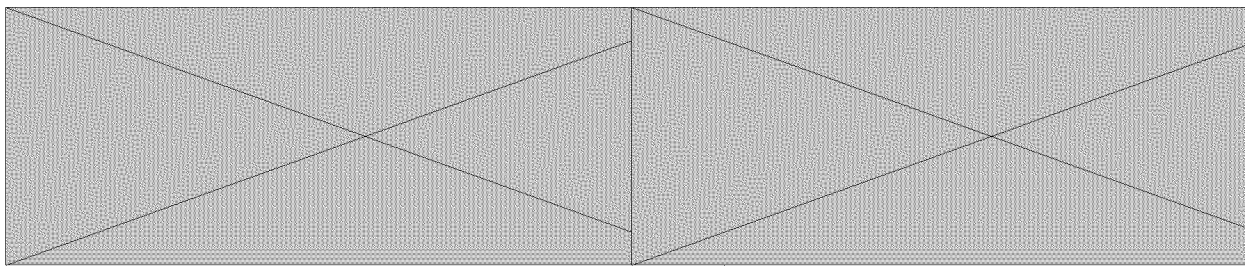
by DealerRater



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From: Snyder, Jim
Sent: Thur 10/9/2014 10:07:49 PM
Subject: RE: 2016 VW Group SCR/AECD RFA

Bill, was reviewing the attached revised document and found some issues.

1. Page 13 is missing reference to page #s
2. Page 24 is blank, missing the chart
3. Page 24 of AECD doc , figure 10 is missing freeze graph.

Are there other SCR/AECD approval requests submitted besides this one? I haven't looked in Verify yet.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Friday, October 03, 2014 9:45 AM
To: Snyder, Jim
Cc: Allen, Gregory (EEO); Giles, Michael (EEO)
Subject: RE: 2016 VW Group SCR/AECD RFA

Hello Jim,

The mentioned request for approval document has been revised to include the following changes:

•□□□□□□□ Pages 10-11, changes to reflect that dealer directories are no longer placed in vehicles at delivery and where owners can find reducing agent.

•□□□□□□□ Attachment Table 1-2 amended with Porsche instrument cluster graphics.

•□□□□□□□ Attachment Figure 1 revised to reflect a new two-tank SCR system design for 2016MY Audi A8/A8L models (similar to previous Q7 SUV models).

Please let me know if you have any questions regarding this document.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Rodgers, William (EEO)
Sent: Monday, September 29, 2014 8:45 AM
To: "Jim Snyder' (Snyder.Jim@epamail.epa.gov)'
Cc: Allen, Gregory (EEO); Giles, Michael
Subject: 2016 VW Group SCR/AECD RFA

Hello Jim,

I have uploaded our 2016 VW Group V6 diesel SCR/AECD request for approval to Verify. Please review and approve this document at your earliest convenience. The associated file name is: CBI_GVGAJ03.0NU4_RFA_SCR_R00

Please let me know if there are any questions or concerns with this information.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: [Ex. 7 @vw.com]
From: Snyder, Jim
Sent: Thur 10/9/2014 10:22:52 PM
Subject: RE: VW Durability Plan for 2016
vw 2016 approved durability letter.pdf

Attached.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7 @vw.com]
Sent: Tuesday, September 09, 2014 10:32 AM
To: Snyder, Jim
Cc: [Ex. 7]
Subject: VW Durability Plan for 2016

Hello Jim,

We have uploaded to the Verify system a request for EPA approval relating to the carryover of VW Group's Durability Plan for the 2016 model year. Please review and approve this plan at your earliest convenience.

Regards,

Ex. 7

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

Ex. 7

VOLKSWAGEN

GROUP OF AMERICA

Mr. Jim Snyder
Compliance and Innovative Strategies Division
Office of Mobile Sources
U.S. Environmental Protection Agency
2000 Traverwood
Ann Arbor, Michigan 48105

Leonard W. Kata Name
Manager Title
EEO Department
248-754-4204 Phone
248-754-4207 Fax
Leonard.Kata@vw.com E-Mail

September 8, 2014 Date

Subject: Request for Approval – Carryover of Durability Procedures for the 2016 Model Year

Dear Mr. Snyder:

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMLIN ROAD
AUBURN HILLS, MI 48326
PHONE +1 248 754 5000

The following request is submitted by the Volkswagen Group of America, Inc.[1] ("Volkswagen"). On September 29 and October 23, 2006, Volkswagen submitted documents requesting approval of the Volkswagen Alternate Durability Procedure (VW_ADP), applicable to 2008 and subsequent model years, in accordance with the requirements at 40 CFR 1823-08. The U.S. Environmental Protection Agency ("EPA") issued an approval dated December 4, 2006.

In addition, Volkswagen has presented the Volkswagen Group Bench Aging Test Procedure to EPA and requested the use of this procedure for a Lamborghini Test Group on December 28, 2010. On March 16, 2011 Volkswagen submitted a request for approval of an alternative bench aging cycle, referred to as the Lamborghini Bench Aging Cycle. EPA issued an approval on August 20, 2011.

EPA Manufacturers Guidance Correspondence CISD-07-05 states that EPA must be notified in writing, of the intent to carry-over approved durability procedures for subsequent years. At this time, Volkswagen requests approval of the carry-over of the previously approved VW_ADP, the Volkswagen Group Bench Aging Test Procedure, and the Lamborghini Bench Aging Cycle.

For the 2016 model year, 33 out of 34 total test groups will be carry-over test groups. The new diesel test group does not represent any technology that is not expected to demonstrate durability characteristics that differ from previously-certified vehicles. Volkswagen maintains that the current VW_ADP, and Bench Cycle, as originally presented to EPA are more severe than the Standard Road Cycle, and continue to be representative.

[1] In this case, the Volkswagen Group is represented by Volkswagen, Audi, Bentley, Lamborghini, and Bugatti vehicles in the United States.

As described in prior model years, Volkswagen also employs the Standard Road Cycle, primarily for certification of certain diesel-powered test groups. Volkswagen also uses assigned deterioration factors for certain small-volume test groups. We, therefore, take this opportunity to inform the agency of this practice.

Your consideration of this request for carry-over of the previously-approved durability procedures is appreciated.

Best regards,
VOLKSWAGEN GROUP OF AMERICA, INC.

Leonard W. Kata
Manager, Emission Regulations and Certification
Engineering and Environmental Office

REVIEWED AND ACCEPTED
DATE 10/9/14 EPA REP

2017-FFP_016024
06/20/2017
VW FOIA, EPA

To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Fri 10/10/2014 11:29:13 AM
Subject: RE: Battery Packs

Hi Dave;

Thanks for the information. I'll let you know what is decided and if they make the change to one battery.

Can you tell me a bit more about when the EPA press release on fuel economy winners and losers will be announced? I believe you said that the summary of ten best and worse will be provided to the management on October 15th, but is there a planned press release date? Our public relations group are making the e-Golf press release about that same time, and if it is at the top of the Compact class I think they may want to use it. A range of dates would probably work for now if nothing else is available.

Thanks,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Thursday, October 09, 2014 3:49 PM
To: Thomas, Richard (EEO)
Subject: RE: Battery Packs

Richard,

We prefer number of batteries, not modules. Go to www.fueleconomy.gov then scroll to the bottom of any page and click on 'Download EPA's MPG Ratings" and open the 2014 & 2015 datafiles. Go to column 91 to see what other manufacturers are entering.

The Chevrolet Volt has 288 cells & 4 modules (from web) and they entered "1" battery.

The BMW I3 has 8 modules with 12 cells each and they entered 8 batteries.

The Tesla Model S has 16 modules, more than 7000 cells (from web) and they entered "1" battery.

Most mfrs list 1 battery for their EV or PHEVs. The most batteries for all EVs & PHEVs that I see in Verify is 12 for the Mercedes B-Class Electric Drive---and Mercedes probably listed modules, not batteries.

You decide.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Thursday, October 09, 2014 2:28 PM
To: Good, David
Subject: FW: Battery Packs

Hi Dave;

I am having trouble convincing my colleagues in calling the number of battery packs from the input for the test group and our e-Golf, as you can see below they ask for battery packs not number of batteries. So I think we are not speaking the same language here, but if you and your colleagues feel this term called battery packs refers to one container then it would be one battery and not 27 as we inserted here. Please be sure that this is what they are asking for in this field before we change it to one. The complete breakdown is as follows all in one container or battery.

27 modules. Within each module it is a series/parallel combination. Each cell has a nominal potential of 3.7 volts.

- 10 modules have 6 cells "2 pairs of 3 parallel cells in series" =60 cells
- 17 modules have 12 cells "4 pairs of 3 parallel cells in series" =204 cells
- TOTAL = 264 cells

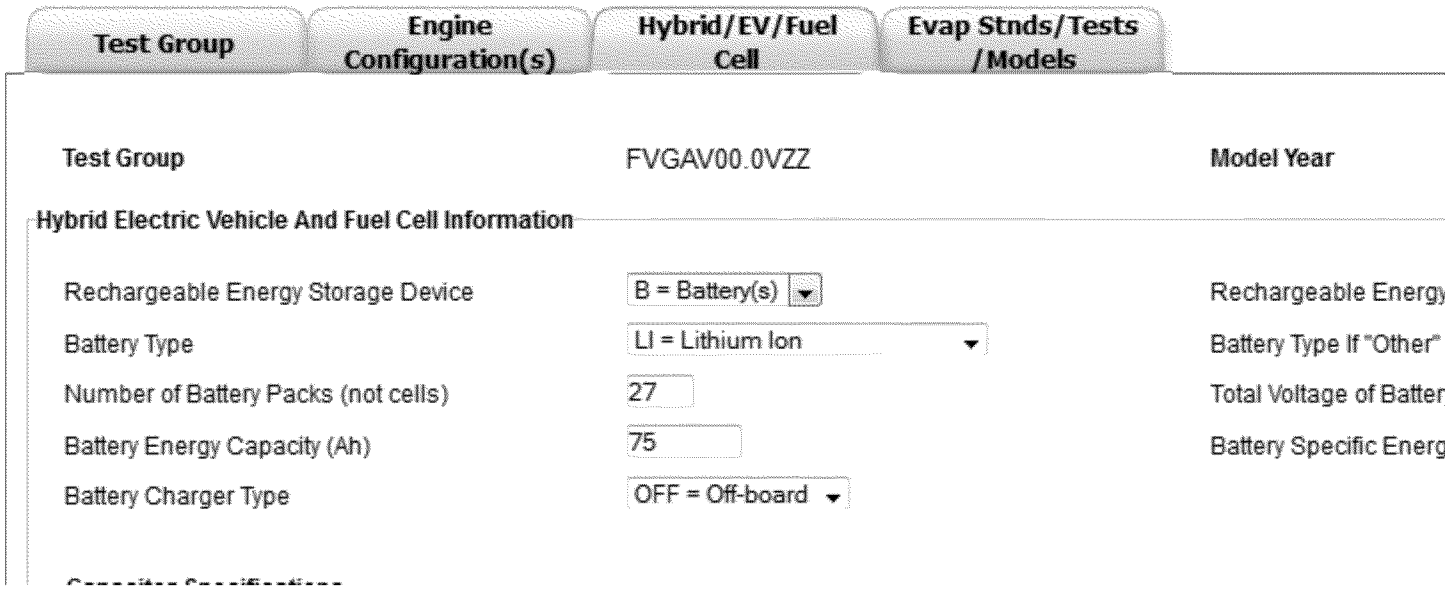
Let me know.

From: Giles, Michael (EEO)
Sent: Thursday, October 09, 2014 2:11 PM
To: Thomas, Richard (EEO)
Subject: Battery Packs

Test Group Dataset Submission

* or + = required field

+ = CTRL-click to select multiple values



Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

Test Group Dataset Submission

* or * = required field

+ = CTRL-click to select multiple values

Test Group | Engine Configuration(s) | Hybrid/EV/Fuel Cell | Evap Stnds/Tests /Models

Test Group	FVGAV00.0VZZ	**Model Year**	2015

Hybrid Electric Vehicle And Fuel Cell Information

Rechargeable Energy Storage Device	B = Battery(s)	Rechargeable Energy Storage Device If "Other"	
Battery Type	LI = Lithium Ion	Battery Type If "Other"	
Number of Battery Packs (not cells)	27	Total Voltage of Battery Pack(s) (Volts)	361
Battery Energy Capacity (Ah)	75	Battery Specific Energy (Whr/kg)	76.2
Battery Charger Type	OFF = Off-board		

Capacitor Specifications

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]
From: Rodgers, William (EEO)
Sent: Fri 10/10/2014 11:36:50 AM
Subject: RE: Ex. 4 - CBI
Ex. 4 - CBI

Jim,

Good catch. I'm not sure what happened there, I must have been repelling technology that day. I simply re-converted the pages in question to pdf's and they are now repaired. Automagical

I will upload the revised document to Verify.

Ex. 4 - CBI

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Thursday, October 09, 2014 6:08 PM

To: Rodgers, William (EEO)
Cc: Allen, Gregory (EEO); Giles, Michael (EEO)
Subject: Ex. 4 - CBI

Bill, was reviewing the attached revised document and found some issues.

1. Page 13 is missing reference to page #s

2. Page 24 is blank, missing the chart

Ex. 4 - CBI

Ex. 4 - CBI

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Friday, October 03, 2014 9:45 AM
To: Snyder, Jim
Cc: Allen, Gregory (EEO); Giles, Michael (EEO)
Subject: Ex. 4 - CBI

Hello Jim,

The mentioned request for approval document has been revised to include the following changes:

•□□□□□□□ Pages 10-11, changes to reflect that dealer directories are no longer placed in vehicles at delivery and where owners can find reducing agent.

Ex. 4 - CBI

Please let me know if you have any questions regarding this document.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Rodgers, William (EEO)
Sent: Monday, September 29, 2014 8:45 AM
To: "Jim Snyder' (Snyder.Jim@epamail.epa.gov)'
Cc: Allen, Gregory (EEO); Giles, Michael
Subject: **Ex. 4 - CBI**

Hello Jim,

Ex. 4 - CBI

Please let me know if there are any questions or concerns with this information.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Fri 10/10/2014 12:32:46 PM
Subject: e-Golf Label Index 109

Hi Dave;

They changed the entry for number of batteries to 1 (one) for the e-Golf. I ran the label again to be sure it captures this change.

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Good, David
Sent: Fri 10/10/2014 5:34:17 PM
Subject: RE: e-Golf Label Index 109 [Thanks] NNTO

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Friday, October 10, 2014 8:33 AM
To: Good, David
Subject: e-Golf Label Index 109

Hi Dave;

They changed the entry for number of batteries to 1 (one) for the e-Golf. I ran the label again to be sure it captures this change.

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

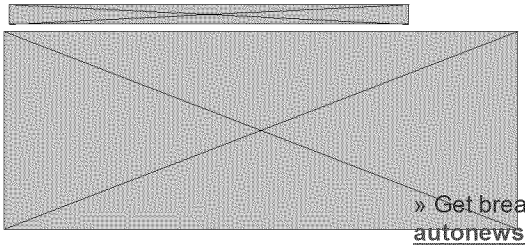
mailto: Richard.Thomas@VW.com

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Fri 10/10/2014 8:40:41 PM
Subject: DAILY: Cadillac readies product blitz | Nissan recruits Hyundai Europe COO Rushforth as global sales chief | 5 technologies auto suppliers can bank on | Crash recorder video craze hits Japan

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Tesla's 'D' will be Model S with all-wheel drive, 2 motors

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9:12 pm U.S. ET | Oct 9

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Nissan recruits Hyundai Europe COO Rushforth as global sales chief

UPDATED: 10/10/14 8:05 am ET - adds Hyundai statement

6:27 am U.S. ET | Oct 10

Nissan has tapped Hyundai Europe's COO, Allan Rushforth, to be its new global sales chief. Nissan said Rushforth had demonstrated his ability to lead multicultural teams. He will work out of Nissan's global headquarters in Japan and report to Philippe Klein, the automaker's newly appointed chief planning officer. ... » READ

Five technologies auto suppliers can bank on, analyst says

3:58 pm U.S. ET | Oct 10

The next six years will be boom times for suppliers with the right technology. LED front lights, telematics, cameras, radar and lithium ion batteries are five technologies that will enjoy the biggest growth in global sales through 2020, predicted Itay Michaeli, Citigroup Inc.'s automotive research director. ... » READ

Tesla's 'D' will be Model S with all-wheel drive, 2 motors

UPDATED: 10/10/14 12:10 am ET - adds Musk quotes

11:15 pm U.S. ET | Oct 9

Tesla Motors will offer an all-wheel-drive system in its all-electric Model S sedan, CEO Elon Musk revealed today, giving a glimpse of the first-of-its-kind powertrain that will power Tesla's Model X crossover when it goes on sale next year. ... » READ

NADA economist doubts sales over 17 million will last

1:09 pm U.S. ET | Oct 10

New light-vehicle sales will top 16 million units annually in the United States at least until 2018 but won't reach the heights some forecasters -- and automakers -- are anticipating, predicted Steven Szakaly, chief economist of the National Automobile Dealers Association. ...

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Nissan recalls 238,000 2013 Altima sedans on hood latch issue

9:59 am U.S. ET | Oct 10

Mercedes recalls 10,500 C-class cars in U.S. for steering issue

UPDATED: 10/10/14 4:12 pm ET - adds European figure

6:52 am U.S. ET | Oct 10

Agnellis tighten grip on Fiat Chrysler ahead of Wall Street debut

5:13 am U.S. ET | Oct 10

UPCOMING EVENTS

» Oct. 15 - Best Dealerships To Work For

» Nov. 13-14 - Automobilwoche Kongress

» January 13-14 - Automotive News World Congress

» January 22 - Automotive News Retail Forum

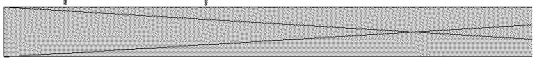
UPCOMING WEBINARS

» Oct. 14 - Digital Data for Dealers
by Cars.com

» Oct. 16 - Achieving Quality
by Microsoft

Pickups defy fall in used-vehicle prices

1:59 pm U.S. ET | Oct 10



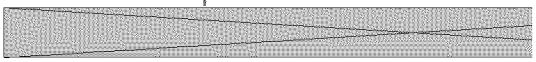
Toyota supplier celebrates Nobel Prize winners

7:34 am U.S. ET | Oct 10



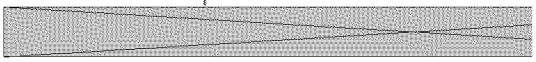
VW says it is on track to sell 10M million vehicles this year

6:50 am U.S. ET | Oct 10



Volkswagen deepens r&d cooperation with China's FAW

5:23 am U.S. ET | Oct 10



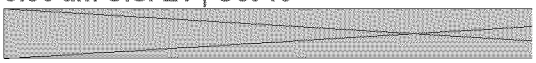
Ford says new plants, models to boost China sales after Sept. dip

11:16 am U.S. ET | Oct 10



GM China sales rise at fastest pace in 7 months on Chevy

8:36 am U.S. ET | Oct 10

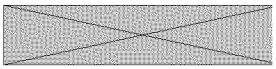


Michigan truck driver files coercion claim against UAW

2:32 pm U.S. ET | Oct 10

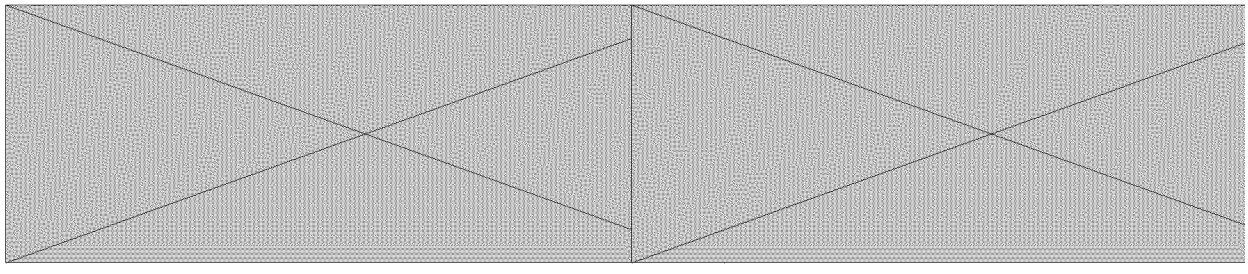


» Oct. 23 - Transform Your Digital Dealership
by Naked Lime
» Oct. 28 - A Tale of Two Reviews
by DealerRater



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» October 15 - Update on the CFPB's Efforts to Indirectly Regulate Auto Dealers
» November 19 - What I Wish I Knew when I Started in F&I



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To: Simon, Karl[Simon.Karl@epa.gov]; Haugen, David[haugen.david@epa.gov]; Haley, Mike[Haley.Mike@epa.gov]; Charmley, William[charmley.william@epa.gov]; Bunker, Byron[bunker.byron@epa.gov]; Hengst, Benjamin[Hengst.Benjamin@epa.gov]; Cook, Leila[cook.leila@epa.gov]; Bradish, Tracey[bradish.tracey@epa.gov]
From: Grundler, Christopher
Sent: Sat 10/11/2014 1:33:01 AM
Subject: Fw: Fuel economy story of the week goes to …

Wow

Christopher Grundler, Director
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
202.564.1682 (DC)
734.214.4207 (Ann Arbor)
www.epa.gov/otaq

[redacted]

a good story on the event and the lab.

Sent from my iPhone

Begin forwarded message:

From: "Christie St. Clair" <stclairsails@gmail.com>
Date: October 10, 2014 at 7:30:50 PM EDT
To: birgfeld.erin@epa.gov, purchia.liz@epa.gov, mylan.chris@epa.gov
Subject: Fuel economy story of the week goes to …

TRANSPORTATION:

At its vehicle emissions lab, EPA helps push automakers into a more fuel-abstemious future

Umair Irfan, E&E reporter

ClimateWire: Friday, October 10, 2014

ANN ARBOR, Mich. -- In the not-too-distant future, the majority of cars in the United States may idle at zero rpm. Batteries will predict when you'll slow down and will charge up

accordingly. The gears in your transmission will blend instead of shift.

And all of this will happen so subtly, you won't notice. Or gas prices will rise so high, you won't care.

It's a future that may come to pass if American light-duty vehicles manage to hit U.S. EPA's ambitious 54.5 mpg fuel economy target by 2025.

Carmakers and auto suppliers are already deploying tricks like turning off engines at stoplights and recouping energy from braking to charge batteries in some car models. These tactics have helped car manufacturers in America dramatically improve fuel economy and curb greenhouse gas emissions on average across their fleets.

Earlier this week, EPA issued a report on fuel economy trends showing that carbon emissions from cars were at record lows, while fuel economy was at a record high (***ClimateWire***, **Oct. 9).**

However, the current 30.6 mpg average is just the starting line for the 2025 54.5 mpg target, and progress slowed down this year. To meet the fuel economy goal along with emissions reduction objectives, manufacturers will have to spread fuel-saving technologies across all of their offerings. Not just fuel-sipping hybrids, but also gasoline-chugging pickup trucks and heavy, blissfully ignorant luxury cars, will have to roll up a learning curve to reach the new technologies.

At EPA's National Vehicle and Fuel Emissions Laboratory (NVFEL) yesterday, automakers showcased some of their strategies to do just that.

A training gym for cars

EPA established the laboratory in 1971 to create fuel economy standards that the automotive industry could actually achieve. Regulators also make sure that cars live up to their hype, testing vehicles to make sure that lighter parts and using turbocharged engines are not just gimmicks but upgrades that yield substantial fuel savings.

The warehouse-like facility is like an elite training gym for cars. Over polished concrete and diamond plate, shiny new sedans and coupes are mounted on dynamometers -- the equivalent of treadmills for runners -- as wires from sensors and instruments spurt through gaps in bodywork.

EPA tests components individually, as well. In one room, engineers mounted the beating red heart of a hybrid medium-duty diesel truck on a concrete block, innervating it with sensors and hoses to measure its performance and pollution.

Cars and components are heated, cooled, revved up, idled, filled up and emptied to make sure the fuel economy sticker on the window resembles something an owner will see in the real world.

"When we say a car gets 24.3 miles per gallon, it gets 24.30 miles per gallon, and we're absolutely certain of that fact," said David Haugen, director of the testing and advanced technology division at EPA's Office of Transportation and Air Quality.

In the nearby wet labs, engineers experiment with new fuel blends and test out close to 3,500 existing formulas in new situations.

Aside from validating performance in existing cars, NVFEL also tests new approaches to cutting emissions. Photography is restricted in many parts of the lab because some manufacturers are concerned about trade secrets leaking out.

Learning to love 'stop-start'

In a large atrium, with a dozen cars parked askew with their hoods propped open, manufacturers showed some of the technologies they were willing to share, like continuously variable transmissions that ensure the perfect gear ratio is always matched to the engine's output, reducing wasted energy and saving fuel.

Alexander Dolpp, director of powertrain systems in the research and development division of Mercedes-Benz, explained that the company's S600 plug-in hybrid uses GPS and traffic information to anticipate speeding up and slowing down, tweaking its drivetrain to keep its batteries topped up or to deliver power.

The goal, he explained, is to deliver eight-cylinder performance with four-cylinder fuel economy.

General Motors Co., meanwhile, received favorable reviews for its engine stop-start system in the Chevrolet Impala sedan, which has been on the market for a year. "This is the success story for 12-volt start-stop in the U.S.," said Frederick Sciance, manager of environment and climate policy at General Motors.

Though American consumers were initially wary about their engines turning off at stop signs, Sciance said a combination of educating customers on the benefits, such as increasing fuel economy by 5 percent, while eliminating the shuddering and jolts of stopping and restarting motors helped ease acceptance.

"This diversity of innovation is not because EPA mandated it; it's happening because EPA got out of the way," said Janet McCabe, acting assistant administrator for EPA's Office of Air and Radiation, explaining that the agency's approach is to set targets rather than endorse a specific technology.

Incentives higher in Europe

With tough targets, the net result is that the United States can drive the global auto industry to be more efficient, McCabe observed. Addressing climate change will eventually require

global cooperation, and taking the lead in fuel economy could drive other nations to act.

"The world is noticing what we are doing," she said. "They are noticing the power plant rule, and they are noticing what we are doing with vehicles."

However, fuel efficiency may still be a tougher sell in the United States than it is in regions like Western Europe, where gasoline prices begin around $7 a gallon and go up. "The reward at the pump is higher in Europe than it is in the U.S.," said Oliver Schmidt, general manager in the engineering and environmental group at Volkswagen Group of America.

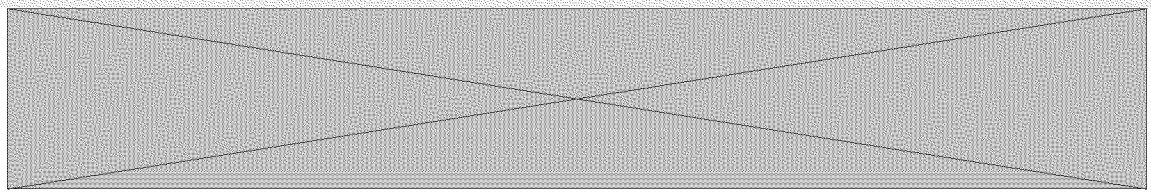
Right now, though, NVFEL is gearing up to produce a progress report on the pace of technology development to make sure manufacturers are on track to hit their fuel economy and emissions targets by 2025.

"We are required by statute, by law, to do a midterm evaluation," said Dan Barba, director of the National Center for Advanced Technology at EPA. The agency expects to issue a report by November 2017.

http://www.eenews.net/stories/1060007204/print

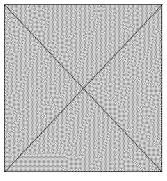
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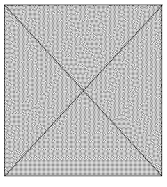
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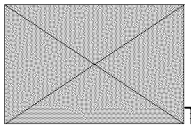
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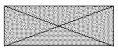
Tesla 'D' AWD Cars, Cadillac Electric Sedan, Audi R8 Plug-In Hybrid: Today's Car News

Oct 13, 2014 03:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Today's news is all about improvement. See how the dual-motor Tesla Model S "D" can be quicker than its rear-wheel-drive counterpart and offer more range, learn about plans for a battery-electric Cadillac, and read about a possible plug-in hybrid version of the Audi R8 supercar. All this and more on Green Car Reports. Details on the Tesla "D" and...

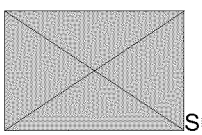
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Toyota To Launch Subcompact Utility Vehicle As Nissan Juke Competitor

Oct 13, 2014 02:19 pm | feedback@highgearmedia.com (Stephen Edelstein)

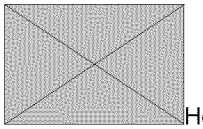
 Subcompact SUVs, which often blur the line between crossovers and all-wheel drive hatchbacks, are growing increasingly popular all over the globe. In the U.S., models like the Buick Encore, Nissan Juke, and the upcoming 2015 Honda HR-V constitute an expanding segment. Soon, Toyota may join the gang. MORE: 2015

Honda HR-V: First Details On New...

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Tesla Model S Dual-Motor Is Quicker, Has Higher Range Too: How Do They Do That?

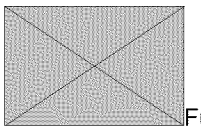
Oct 13, 2014 01:56 pm | feedback@highgearmedia.com (David Noland)

 How can you add all-wheel drive to an electric car, making it hundreds of pounds heavier--and still increase its efficiency and range? Amid all of last week's hoopla over the blazing performance of the all-wheel-drive Tesla Model S P85D--0 to 60 mph in 3.2 seconds, 155-mph top speed--what really caught my eye was this: Tesla accomplished it all...

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Fewer Gas Stations, But More Diesel Pumps, As Diesel Sales Rise

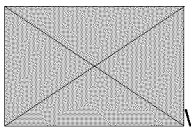
Oct 13, 2014 01:04 pm | feedback@highgearmedia.com (John Voelcker)

 Fueling infrastructure isn't something automakers traditionally had to think about much. For more than a century, oil refiners and distributors have built and run a network of gasoline stations to fuel the world's billion-plus vehicles. Many of those stations in the U.S. carry diesel fuel, though not all. DON'T MISS: 2015 Ram 1500 EcoDiesel...

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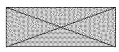
Cadillac To Offer All-Electric Car As Well As Plug-In Hybrid, ELR Successor

Oct 13, 2014 12:00 pm | feedback@highgearmedia.com (John Voelcker)

 While General Motors' plug-in electric cars are in a bit of a sales lull this fall, the company has an expanding number of plug-in products planned for years to come. The latest to be uncovered--at least in the planning stages--is an all-electric Cadillac sedan. DON'T MISS: 2016 Cadillac CT6 Large Luxury Car To Offer Plug-In Hybrid Option The...

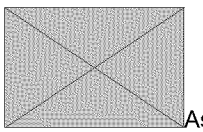
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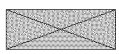
Steel Vs Aluminum: Which Wins For Fuel Efficiency AND Cost?

Oct 13, 2014 11:30 am | feedback@highgearmedia.com (Stephen Edelstein)

 As carmakers try to meet stricter global emissions standards, they are using aluminum--and more of it--to save weight. Previously reserved for high-end luxury and sports cars, aluminum is poised to go mainstream on vehicles like the 2015 Ford F-150 full-size pickup truck. But while it may that aluminum may soon begin to displace steel in volume...

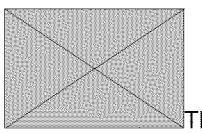
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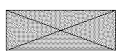
Audi Plug-In Hybrid Range To Include R8 Supercar Too

Oct 13, 2014 11:10 am | feedback@highgearmedia.com (Stephen Edelstein)

 There's a new wrinkle in the seemingly never-ending saga of the electrified Audi R8 sports car. While the battery-electric Audi R8 e-tron has been cancelled and revived numerous times--it's reportedly back on again--it now appears that it won't be the only green version of the Audi sports car. DON'T MISS: Audi R8 e-tron: First Drive Of Audi's...

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Update your profile

.

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Ganss, David
Sent: Tue 10/14/2014 12:50:13 PM
Subject: RE: Chrysler anchors mpg ratings

I was. I looked for you, but we must have missed each other.

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Tuesday, October 14, 2014 8:47 AM
To: Ganss, David
Subject: RE: Chrysler anchors mpg ratings

Were you here for the Tech Showcase?

From: Ganss, David [mailto:GanssD@nrd.nissan-usa.com]
Sent: Thursday, October 09, 2014 6:54 PM
To: Snyder, Jim
Subject: RE: Chrysler anchors mpg ratings

Zoom zoom indeed.

Grundler apologized to me today. I told him it was actually pretty funny, and he should also mention Mazda's innovation that excites.

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Thursday, October 09, 2014 10:51 AM
To: Ganss, David
Subject: RE: Chrysler anchors mpg ratings

Glad they ask for input from someone who knows what they are talking about when they do a press release. "Zoom Zoom".

From: Ganss, David [mailto:GanssD@nrd.nissan-usa.com]
Sent: Thursday, October 09, 2014 10:02 AM
To: Snyder, Jim
Subject: RE: Chrysler anchors mpg ratings

I was involved in the Nissan press release development over the last few days. It's a very interesting process.

We kinda knew where we were gonna be and we drafted a release with a bunch of blanks for numbers. When the exec summary was released, we populated the numbers and had it published within the hour.

It was kinda fun.

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Thursday, October 09, 2014 9:13 AM
To: Dalton, Joel; Wehrly, Linc; Ball, Joel; Healy, Stephen; Fernandez, Antonio
Cc: Ganss, David
Subject: Chrysler anchors mpg ratings

Lots of articles referencing our FE Trends report. This one on Allpar.com points out that while Chrysler has improved, all those trucks sales puts them at the bottom. You guys need quit buying Rams and buy Darts and 500s.

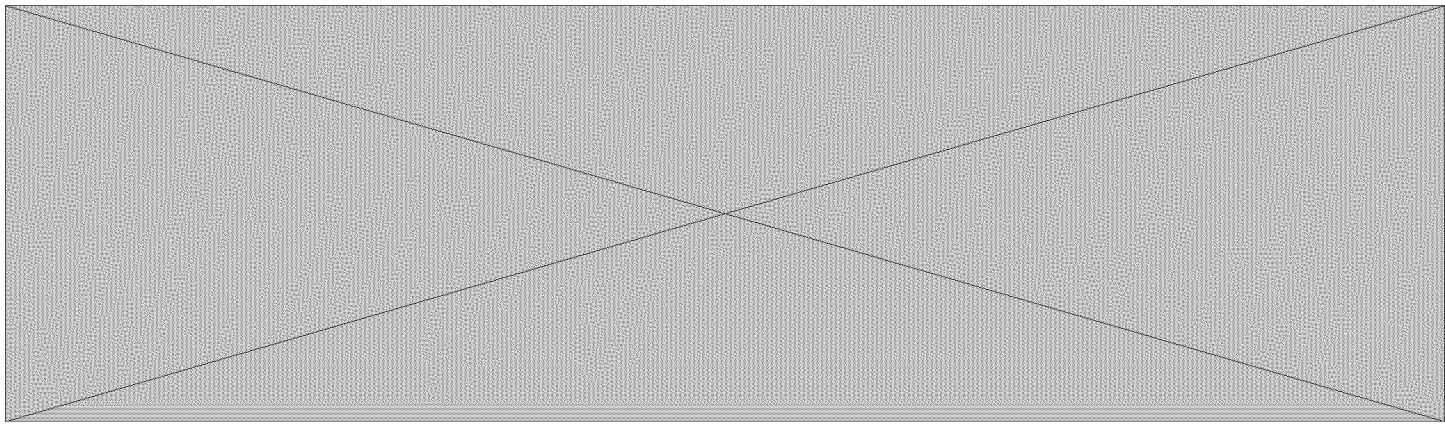
http://www.allpar.com/news/

Chrysler anchors mpg ratings

by **David Zatz** • Posted on October 8, 2014

From being the most fuel efficient American automaker in the 1980s, Chrysler is now the least fuel-efficient major automaker selling in the US, due largely and ironically to high customer

demand for its popular Jeep SUVs and Ram trucks.



The U.S. Environmental Protection Agency's annual report put Chrysler at the bottom of major sellers, though not by a large margin. The top maker, Mazda, does not have vehicles in the worst-mileage categories (full-size pickups, true off-road SUVs, etc). Volkswagen and Toyota, generally thought of as "high-mileage" by consumers, were #5 and #7, respectively, with BMW sliding in between them, thanks partly to Mini. Ford was the top American manufacturer, though it came in below all imports except Daimler (which sells both Mercedes and Smart cars).

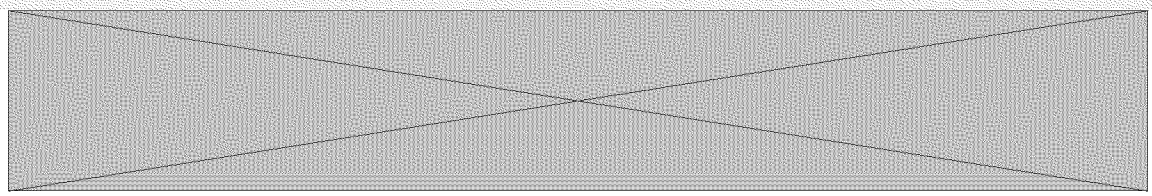
Nissan, Subaru, and BMW have made the largest gains, with 2 mpg increases. Toyota and GM have had the smallest increases, of 0.2 and 0.3 mpg over two model years.

Chrysler is working on increasing fuel economy with diesel pickup production rising, hybrid minivans coming within a year, a new line of turbocharged four-cylinder engines, stop-start technology, reduced-weight Wranglers, greater use of eight and nine speed transmissions, and other measures. While the company has been trying to make its cars more compelling, customers' preference for its heavier vehicles has kept it from increasing gas mileage more, despite achieving higher EPA ratings on specific vehicles and having the most fuel-efficient full-sized pickup.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

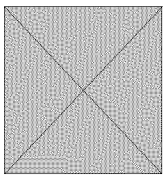
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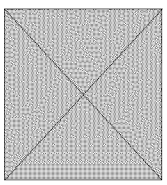
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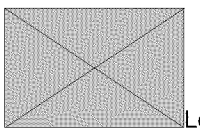
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2017 Chevy Sonic EV Details, FedEx Tests Electric Trucks, Cheaper Carbon Fiber: Today's Car News

Oct 14, 2014 03:37 pm | feedback@highgearmedia.com (Stephen Edelstein)

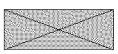


Lots of electric-car news today. We've got more details on the 2017 Chevrolet Sonic EV, FedEx tests 25 Wrightspeed range-extended electric vans, and BMW-backed research could lead to much cheaper carbon fiber to be used in a wider variety of cars. All this and more on Green Car Reports. Want the first 2015 Volkswagen e-Golf electric car in the...

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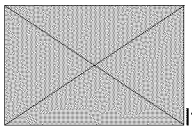






One Million Chevrolet Spark Minicars Sold Globally Since 2009

Oct 14, 2014 03:20 pm | feedback@highgearmedia.com (Stephen Edelstein)



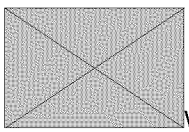
It may be a small car, but the Chevrolet Spark has made a big impact globally. On sale in dozens of countries, the Spark is one of General Motors' most-globalized models, and one of the best-selling small cars to ever wear the Chevy bowtie badge. DON'T MISS: 2014

Chevrolet Spark With CVT: Gas Mileage Review The Spark has racked up one million...

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FedEx Tests Wrightspeed Electric Trucks With Diesel Turbine Range Extender

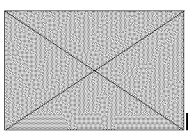
Oct 14, 2014 03:30 pm | feedback@highgearmedia.com (John Voelcker)

 While electric passenger vehicles get the lion's share of public attention, commercial trucks are often as good or better for electric drive. With a huge global fleet and a constant drive to reduce emissions and fuel costs while improving efficiency and delivery speed, FedEx has long tested alternative powertrains. DON'T MISS: FedEx Follows French...

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U.S. Will Meet Fuel-Economy Goals Despite Higher Truck, SUV Sales, EPA Says

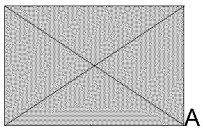
Oct 14, 2014 02:36 pm | feedback@highgearmedia.com (Stephen Edelstein)

 New-car average fuel economy has steadily risen over the past few years, as carmakers work to meet stricter U.S. Corporate Average Fuel Economy standards. It's natural to want to check their progress along the way, especially for the agency in charge of those regulations. ALSO READ: SUVs And Crossover Utility Vehicles Now Outsell Sedans In U.S...

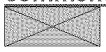
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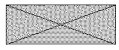
2017 Chevrolet Sonic EV: More Electric-Car Details Trickle Out

Oct 14, 2014 02:13 pm | feedback@highgearmedia.com (John Voelcker)

 A few more details on the upcoming 2017 Chevrolet Sonic EV electric car are starting to come into focus, including its production date and a second version to be sold in Europe. Based on information from two separate sources in the auto industry, here's what we now know about Chevy's next all-electric car. It will be an electric conversion of the...

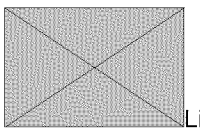
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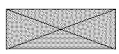
Research Backed By BMW Halfway To Carbon-Fiber Cost 90% Lower

Oct 14, 2014 11:30 am | feedback@highgearmedia.com (Stephen Edelstein)

 Lightweight materials can help improve fuel efficiency, but they also add cost. One case in point is carbon fiber, which is light and strong, but also expensive. Now, a research firm partially funded by BMW--which uses large amounts of carbon fiber in its i3 electric car and i8 plug-in hybrid--claims to be on the verge of slashing this material's...

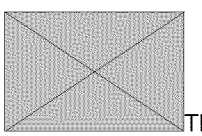
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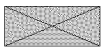
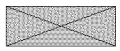


First 2015 Volkswagen e-Golf Electric Car To Be Auctioned For Charity

Oct 14, 2014 11:00 am | feedback@highgearmedia.com (Stephen Edelstein)

 The 2015 Volkswagen e-Golf electric car is coming to the U.S. soon, but getting the very first one will take more than signing on the dotted line at a dealership. That first car will be auctioned off for charity, with the proceeds going to environmental advocacy group Global Green USA. The auction is currently live on Charitybuzz.com, and runs...

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To: Tommy_Chang@ahm.honda.com[Tommy_Chang@ahm.honda.com]; Buller, Patrick[patrick.buller@volvocars.com]; Chris McCarthy[chris.mccarthy@gm.com]; sconrad@hatci.com[sconrad@hatci.com]; Tom Beierschmitt (TEMA TTC)[tom.beierschmitt@tema.toyota.com]; mky@chrysler.com[mky@chrysler.com]; dennis.pawlak@na.mitsubishi-motors.com[dennis.pawlak@na.mitsubishi-motors.com]; douglas.reid@na.mitsubishi-motors.com[douglas.reid@na.mitsubishi-motors.com]; Paulina, Carl[paulina.carl@epa.gov]; Chris Nevers[CNevers@autoalliance.org]; Glodich, Jeffrey (J.M.)[jglodich@ford.com]; William Beggs[william.beggs@gm.com]; Ryan McGavock[DRM202@chrysler.com]; Sigelko, Jenny (EEO)[Jenny.Sigelko@vw.com]; nokawa@mazdausa.com[nokawa@mazdausa.com]; Duoba, Michael J.[mduoba@anl.gov]; Yuhase, Nicole (L.)[nyuhase@ford.com]; yosuke_sato@ahm.honda.com[yosuke_sato@ahm.honda.com]; Ellies, Ben[ellies.ben@epa.gov]; Bowu Reed[bowu.reed@na.mitsubishi-motors.com]
Cc: mark.a.theobald@gm.com[mark.a.theobald@gm.com]
From: Wright, DavidA
Sent: Tue 10/14/2014 8:54:24 PM
Subject: SAE J3066 Volumetric Fuel Calculation Methodology
fuel economy display validation test_2Oct14.docx

At the October 2 meeting of the J3066 the method for calculating the volumetric fuel economy (not correcting to the 1975 fuel parameters) was presented. The method is attached as Appendix A in the attached document. This calculation is needed to be described separately from the fuel economy equation in the Federal Register, as, the Federal Register listed calculation includes the weighting for the differences in fuel properties from the 1975 fuel.

Please review Appendix A and let me know if you have any corrections, questions, or comments. Also, the percent difference calculation currently does not have any correction to account for the differences in the specific gravity of the test fuel and the specific gravity used in the on-board calculation. The difference in the specific gravity between the actual test fuel and the valued used for the on-board calculation needs to be accounted in the percent difference calculation.

Thank you for your review. The next meeting of the J3066 task force is scheduled for November 6th at the EPA office on Traverwood.

Regards,

David

David A. Wright

Light-Duty Vehicle Center, Compliance Division

National Vehicle and Fuel Emissions Laboratory

Phone: (734) 214-4467

E-mail: wright.davida@epa.gov

DRAFT

FUEL ECONOMY DISPLAY CHASSIS DYNAMOMETER VALIDATION TESTING

RATIONALE

This test method is used to determine the accuracy of the vehicle's fuel economy display. The vehicle information center's displayed average fuel economy is recorded at the conclusion of a chassis dynamometer test and then is compared to the carbon-balance fuel economy measured during the chassis dynamometer test.

2. REFERENCES

2.1 CFR Publications

The CFR is available from the Superintendent of Documents, U.S. Government Printing Office, Mail Stop: SSOP, Washington, DC, 20402-9320, http://www.gpoaccess.gov/cfr/index.html.

40 CFR Part 86 Control of Emissions from New and In-Use Highway Vehicles and Engines

40 CFR Part 600 Fuel Economy and Greenhouse Gas Exhaust Emissions of Motor Vehicles

2.2 ASTM Publications

ASTM publications are available from the American Society of Testing and Materials, 100 Barr Harbor Drive, P.O. Box C700, West Conshohocken, PA 19428-2959, http://www.astm.org.

ASTM D 1298 Standard

ASTM D 3343 Standard

3. DEFINITIONS

4. CHASSIS DYNAMOMETER VALIDATION OF VEHICLE INFORMATION CENTER DISPLAYED AVERAGE FUEL ECONOMY

4.1 Average Fuel Economy Display Validation Procedure – 75º FTP Test

Prior to beginning the 75º FTP exhaust emission test, reset the vehicle's average fuel economy display.

At the completion of the 75º FTP test, when the engine has been turned off at the conclusion of Phase 3, record the average fuel economy value displayed on the vehicle information center.

Calculate the volumetric fuel economy for each bag of the 75º FTP test according to the methodology described in Appendix A.

Average the Bag 1, Bag 2, and Bag 3 volumetric fuel economy results using the following equation –

Test Average MPG = (B1 dist + B2 dist + B3 dist)/[(B1 dist/B1 mpg) + (B2 dist/B2 mpg) + (B2 dist/B3 mpg)]

Where,

Test Average MPG = Calculated average volumetric MPG (not the hot/cold weighted value) observed during the 75º FTP test.

B1 dist, B2 dist, B3 dist = Measured distance travelled during the individual phases of the 75

FTP test.

B1 mpg, B2 mpg, B3 mpg = Calculated volumetric fuel economy (see Appendix A) measured during the individual phases of the 75□ FTP test.

Determine the percent difference between the value recorded from the fuel economy display and the calculated 75□ FTP Test Average MPG –

Percent Difference = [(Display MPG – 75□ FTP Test Average MPG)/ 75□ FTP Test Average MPG] * 100

4.2 Average Fuel Economy Display Validation Procedure – Highway Fuel Economy Test

Immediately prior to beginning the sampled portion of the highway fuel economy test (HFET), reset the vehicle's average fuel economy display.

At the completion of the highway fuel economy test, when the engine has been turned off at the conclusion test, record the average fuel economy value displayed on the vehicle information center.

Calculate the volumetric fuel economy for the HFET test according to the methodology described in Appendix A.

Determine the percent difference between the value recorded from the fuel economy display and the carbon-balance calculated highway fuel economy test MPG –

Percent Difference = [(Display MPG – HFET MPG)/HFET MPG] * 100

4.3 Average Fuel Economy Display Validation Procedure – US06 Test

Prior to beginning the US06 exhaust emission test, reset the vehicle's average fuel economy display.

At the completion of the US06 test, when the engine has been turned off at the conclusion of the test, record the average fuel economy value displayed on the vehicle information center.

Calculate the volumetric fuel economy for the US06 test according to the methodology described in Appendix A. If a split bag US06 test is performed calculate the volumetric fuel economy for each bag of the test.

Average the Bag 1 and Bag 2 volumetric fuel economy results using the following equation –

Test Average MPG = (B1 dist + B2 dist)/[(B1 dist/B1 mpg) + (B2 dist/B2 mpg)]

Where,

Test Average MPG = Calculated average MPG observed during the city and highway portions of the US06 test.

B1 dist and B2 dist = Measured distance travelled during the city and highway phases of the US06 test.

B1 mpg and B2 mpg = Calculated volumetric fuel economy measured during the city and highway phases of the US06 test.

Determine the percent difference between the value recorded from the fuel economy display and

the calculated US06 Test Average MPG –

Percent Difference = [(Display MPG – US06 Test Average MPG)/ US06 Test Average MPG] * 100

4.4 Average Fuel Economy Display Validation Procedure – SC03 Fuel Economy Test

Immediately prior to beginning the sampled portion of the SC03 test, reset the vehicle's average fuel economy display.

At the completion of the SC03 test, when the engine has been turned off at the conclusion test, record the average fuel economy value displayed on the vehicle information center.

Calculate the volumetric fuel economy for the SC03 test according to the methodology described in Appendix A.

Determine the percent difference between the value recorded from the fuel economy display and the calculated volumetric SC03 MPG –

Percent Difference = [(Display MPG – SC03 MPG)/SC03 MPG] * 100

4.5 Average Fuel Economy Display Validation Procedure – Cold CO Test

Prior to beginning the Cold CO exhaust emission test, reset the vehicle's average fuel economy display.

At the completion of the Cold CO test, when the engine has been turned off at the conclusion of Phase 3, record the average fuel economy value displayed on the vehicle information center.

Calculate the volumetric fuel economy for each bag of the Cold CO test according to the methodology described in Appendix A.

Average the Bag 1, Bag 2, and Bag 3 volumetric fuel economy results using the following equation –

Test Average MPG = (B1 dist + B2 dist + B3 dist)/[(B1 dist/B1 mpg) + (B2 dist/B2 mpg) + (B2 dist/B3 mpg)]

Where,

Test Average MPG = The average MPG (not the hot/cold weighted value) observed during the Cold CO test.

B1 dist, B2 dist, B3 dist = The actual distance travelled during the individual phases of the Cold CO test.

B1 mpg, B2 mpg, B3 mpg = The calculated volumetric fuel economy measured during the individual phases of the Cold CO test.

Determine the percent difference between the value recorded from the fuel economy display and the calculated Cold CO Test Average MPG –

Percent Difference = [(Display MPG – Cold CO Test Average MPG)/Cold CO Test Average MPG] * 100

APPENDIX A – CALCULATING VOLUMETRIC FUEL ECONOMY

A.1 PREFACE

The fuel economy calculations in Part 600 (§600.113-12) of the Federal Register include factors for correcting the observed fuel economy to a value representative of 1975 gasoline properties. This appendix provides the appropriate method to determine a volumetric fuel economy based on the measured properties of the fuel used during the exhaust emission tests. The method uses measured fuel properties to determine the grams of carbon per gallon of test fuel combined with the hydrocarbon (HC), carbon monoxide (CO), and carbon dioxide (CO_2) emission rates (grams/mile) to calculate the fuel economy in miles per gallon (mpg).

A.2 REQUIRED TEST FUEL PROPERTIES

A.2.1 Specific gravity (SG) measured using ASTM D 1298.

A.2.2 Carbon weight fraction (CWF) measured using ASTM D 3343.

A.3 REQUIRED EMISSION MEASUREMENTS

Perform the exhaust emission test procedures according to the methods outlined in CFR Part 86 or CFR Part 1066. Use the calculation methods described in the appropriate part to determine the exhaust emission rates in grams/mile for the following emission constituents – hydrocarbons (HC), carbon monoxide (CO), and carbon dioxide (CO_2).

A.4 VOLUMETRIC FUEL ECONOMY CALCULATION

Per bag volumetric miles per gallon is calculated by dividing the grams of carbon per gallon (gmC/gal) of fuel by the grams of carbon emitted by the vehicle per mile driven (gmC/mile). The grams of carbon emitted are calculated by multiplying the HC, CO, and CO_2 emission rate by the emission constituents carbon mass fraction (CMF). The carbon mass fraction of THC is calculated based on the CWF of the test fuel.

gmC/gal = CWF x SG x Density of H2O @ 20ºC (998,200 gm/m^3) x (1 / 264.17 gal/m^3)

CMF_{HC} = 12.011 / [12.011 + (CWF * 1.008])

CMF_{CO} = 12.011 / (12.011 + 15.999) = 0.429

CMF_{CO2} = 12.011 / [12.011 + (15.999 x 2)] = 0.273

gmC/mile = [CMF_{HC} x (HC_{mass} / Bag dist)] + [CMF_{CO} x (CO_{mass} / Bag dist)] + [CMF_{CO2} x (CO_{2mass} / Bag dist)]

MPG = gmC/gal / gmC/mile

Where,

HC_{mass}, CO_{mass}, CO_{2mass} – bag measured HC, CO, and CO_2 mass emissions measured and calculated per CFR Part 86 or Part 1066.

Bag dist – measured driving distance during the bag sampling period.

To: Brooks, Phillip[Brooks.Phillip@epa.gov]; Kaul, Meetu[Kaul.Meetu@epa.gov]
From: Haber, Matt
Sent: Tue 10/14/2014 9:51:19 PM
Subject: RE: Marine

Turns out Kathleen will be out that day, so I just pinged Amy Miller. Will let you know what I hear.

Also, one more team for you to meet with--the R9 defeat device team!

Matt Haber
Senior Advisor, Air Enforcement Division
Office of Enforcement and Compliance Assurance
Phone 415.947.4154
Fax 415.947.3591

> -----Original Message-----
> From: Brooks, Phillip
> Sent: Tuesday, October 14, 2014 2:44 PM
> To: Haber, Matt; Kaul, Meetu
> Subject: RE: Marine
>
> My only concern is with being prepared to cover a broad swath of issues.
> That said, **Ex. 6** so I suppose we should
> do as much as we can.
>
> Does Kathleen have a preference? Who al should we have in person? Could
> we hook in some people by video conference?
>
>
> -----Original Message-----
> From: Haber, Matt
> Sent: Thursday, October 09, 2014 12:41 PM
> To: Kaul, Meetu; Brooks, Phillip
> Subject: RE: Marine
>
> We could set up at least the following meetings:
>
> -R9 marine team
> -R9 imports team
> -R9 diesel retrofit SIP enforcement team?
>
> -meet with Matt, Joel, and Kathleen (Phill only) -Enf. Division all hands (phill
> says something, if KJ ok with it) -Fluxsense presentation (remote monitoring
> from planes and fixed locations) (~1-3 PM) -meet with potential Matt
> backfills (*though one not back from Namibia til 10/29) (PB)
>
> -matt
>
> Matt Haber
> Senior Advisor, Air Enforcement Division Office of Enforcement and
> Compliance Assurance Phone 415.947.4154/202.656.4541 Fax 415.947.3591
>
> > -----Original Message-----
> > From: Kaul, Meetu
> > Sent: Thursday, October 09, 2014 9:21 AM
> > To: Brooks, Phillip

> > Cc: Haber, Matt
> > Subject: RE: Marine
> >
> > Matt is suggesting that there is lots for you to do there, including
> > non- marine, if you had the time. But for marine, you could start on
> > Tuesday. He is planning on flying to LA on a 6:00pm flight on Tuesday
> evening.
> >
> > Re: meetings on Tuesday - Matt, can you respond re: what has been or
> > might be set up?
> >
> > _____
> > Ms.Meetu Kaul, Attorney-Advisor
> > United States Environmental Protection Agency Office of Civil
> > Enforcement - Air Enforcement Division WJC South, Room 1117B
> > 1200 Pennsylvania Ave., N.W. (MC 2242A) Washington D.C. 20460
> > (Courier
> > 20004)
> > Direct: 202-564-5472
> > Fax: 202-564-0069
> > Email: kaul.meetu@epa.gov
> >
> >
> > -----Original Message-----
> > From: Brooks, Phillip
> > Sent: Thursday, October 09, 2014 12:12 PM
> > To: Kaul, Meetu
> > Subject: Marine
> >
> > What meetings would we do in San Francisco ? Would we start Monday
> > afternoon or Tuesday?
> >
> > Sent from my iPhone

To: andrew.ramos@gm.com[andrew.ramos@gm.com]; 'ball.joel@epa.gov'['ball.joel@epa.gov']; Beierschmitt, Thomas (T.A.)[tbeiers1@ford.com]; 'Berg, Olle ()'[olle.berg@volvocars.com]; 'Bob Maxwell'[remaxwell@comcast.net]; brian.mace@horiba.com[brian.mace@horiba.com]; 'Buller, Patrick'[patrick.buller@volvocars.com]; Paulina, Carl[paulina.carl@epa.gov]; Chris Nevers[CNevers@autoalliance.org]; 'chris.mccarthy@gm.com'['chris.mccarthy@gm.com']; 'david.woods@chrysler.com'[david.woods@chrysler.com]; 'Dennis Pawlak'[Dennis.Pawlak@na.mitsubishi-motors.com]; 'Douglas Reid'[Douglas.Reid@na.mitsubishi-motors.com]; Dr. Robert Otto Rasmussen, PE [Robotto@TheTranstecGroup.com]; 'Duoba, Mike'[mduoba@anl.gov]; 'Jeff Foor'[jdf14@chrysler.com]; 'Jenny.Sigelko@vw.com'[Jenny.Sigelko@vw.com]; 'JNIKEUS@volvocars.com'[JNIKEUS@volvocars.com]; 'Keith Thompson'[Keith.Thompson@bepco.com]; kyle.bedsole@gm.com[kyle.bedsole@gm.com]; 'Mahmoud Yassine'[mky@chrysler.com]; 'Marc Belzile'[marc.a.belzile@tc.gc.ca]; 'mark paxton'[mpaxton@ganassi.com]; 'Meyer, Norm'[norm.meyer@tc.gc.ca]; mike.timmerman@horiba.com[mike.timmerman@horiba.com]; Okawa, Naoyasu (N.)[okawa.n@mazda.co.jp]; Peabody, Jason (J.A.)[jpeabod6@ford.com]; 'Peter Z. Janosi'[peter.janosi@roush.com]; 'RMiller@hatci.com'['RMiller@hatci.com']; 'Roxanne Loeffler'[rloeffler@sae.org]; 'Schlueter, Hannah (EASZ/1)'[hannah.schlueter@volkswagen.de]; sconrad@hatci.com [sconrad@hatci.com]; 'snyder.jim@epa.gov'['snyder.jim@epa.gov']; Steve Karamihas[stevemk@umich.edu]; steve.baldus@gm.com[steve.baldus@gm.com]; 'Suanne.Thomas@vw.com'[Suanne.Thomas@vw.com]; 'tom.beierschmitt@tema.toyota.com'['tom.beierschmitt@tema.toyota.com']; 'tommy_chang@ahm.honda.com'['tommy_chang@ahm.honda.com']; 'Vineet Mehta'[vineet@teslamotors.com]; William Beggs <william.beggs@gm.com>[william.beggs@gm.com]; Ott, William[ott.william@epa.gov]; Wright, DavidA[Wright.DavidA@epa.gov]; yosuke_sato@ahm.honda.com[yosuke_sato@ahm.honda.com]; Yuhase, Nicole (L.)[nyuhase@ford.com]
Cc: 'Tom Beierschmitt (TEMA TTC)'[tom.beierschmitt@tema.toyota.com]; 'Chris McCarthy'[chris.mccarthy@gm.com]; Tommy_Chang@ahm.honda.com[Tommy_Chang@ahm.honda.com]; Snyder, Jim[Snyder.Jim@epa.gov]; Ball, Joel[ball.joel@epa.gov]
From: Glodich, Jeffrey (J.M.)
Sent: Wed 10/15/2014 12:12:34 PM
Subject: RE: SAE Light-Duty Vehicle Performance and Economy Measures Committee Meeting
Agenda - Light Duty Vehicle Performance Measurement Standards Committee - 10_16_2014.doc

Agenda for tomorrow attached. Note: 1263 pull-in items list is posted.

-----Original Appointment-----
From: Glodich, Jeffrey (J.M.)
Sent: Wednesday, October 08, 2014 1:14 PM
To: Glodich, Jeffrey (J.M.); andrew.ramos@gm.com; 'ball.joel@epa.gov'; Beierschmitt, Thomas (T.A.); 'Berg, Olle ()'; 'Bob Maxwell'; brian.mace@horiba.com; 'Buller, Patrick'; 'Carl Paulina'; Chris Nevers; 'chris.mccarthy@gm.com'; 'david.woods@chrysler.com'; 'Dennis Pawlak'; 'Douglas Reid'; Dr. Robert Otto Rasmussen, PE ; 'Duoba, Mike'; 'Jeff Foor'; 'Jenny.Sigelko@vw.com'; 'JNIKEUS@volvocars.com'; 'Keith Thompson'; kyle.bedsole@gm.com; 'Mahmoud Yassine'; 'Marc Belzile'; 'mark paxton'; 'Meyer, Norm'; mike.timmerman@horiba.com; Okawa, Naoyasu (N.); Peabody, Jason (J.A.); 'Peter Z. Janosi'; 'RMiller@hatci.com'; 'Roxanne Loeffler'; 'Schlueter, Hannah (EASZ/1)'; sconrad@hatci.com ; 'snyder.jim@epa.gov'; Steve Karamihas; steve.baldus@gm.com; 'Suanne.Thomas@vw.com'; 'tom.beierschmitt@tema.toyota.com'; 'tommy_chang@ahm.honda.com'; 'Vineet Mehta'; William Beggs <william.beggs@gm.com>; 'William Ott'; Wright, DavidA; yosuke_sato@ahm.honda.com; Yuhase, Nicole (L.)
Cc: Tom Beierschmitt (TEMA TTC); Chris McCarthy; Tommy_Chang@ahm.honda.com; Snyder, Jim; Ball, Joel

Subject: SAE Light-Duty Vehicle Performance and Economy Measures Committee Meeting
When: Thursday, October 16, 2014 1:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Toyota, Ann Arbor

SAE Light-Duty Vehicle Performance and Economy Measures Committee Meeting 1-3:30 PM, Toyota Technical Center, Ann Arbor.

Ex. 6

Web Address https://www.connectmeeting.att.com <https://www.connectmeeting.att.com/>

Ex. 6

Agenda TBD

AGENDA

Light-Duty Vehicle Performance Measurement Standards Committee
Chair – Jeff Glodich
Secretary – Nicole Yuhase
Thursday, October 16th, 2014
1:00-3:00 PM
Toyota Technical Center, Ann Arbor
(Building 1555, 1555 Woodridge)

Conference Call:

Non-Responsive

Web Meeting:
https://www.connectmeeting.att.com

Non-Responsive

1. **Welcome and Introductions**

2. **Membership Review**

3. **Document Review**

J2263: "Road Load Measurement Using Onboard Anemometry and Coastdown Techniques"

- Sponsor: Tom Beierschmitt
- J1263 pull-in items (posted)
- Continue document review

J1634: "Electric Vehicle Energy Consumption and Range Test Procedure"

- Open for review
- Agree on test cycle inputs

J3066: "On-Board Fuel Consumption and Measurement Reporting Standard"

- Sponsor: David Wright
- Subcommittee status

4. **Other Business**

NEXT MEETING

- 11/13 (proposed)

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Patent Disclosure: Each SAE Technical Committee or SAE working group member would be required to disclose at specified times during a development process all patents and patent applications that are owned, controlled or licensed by the member, member's employer or third party and that the member believes may become essential to the draft specification under development. The member would make this disclosure based on the member's good faith and reasonable inquiry. If SAE International receives a notice that a proposed SAE Technical Report may require the use of an invention claimed in a patent, the respective part of the SAE Technical Standards Board Policy will be followed.

Transparency Statement: This Technical Committee/Task Force is committed to transparency at the highest level. All topics are discussed in open meetings and decisions are consensus based (not unanimous). Committee/Task Force members are required to be vigilant in their efforts to monitor Committee/Task Force activities and decisions by actively participating in the Committee/Task Force. Any issues with the transparency of this Committee/Task Force not resolved by the Committee/Task Force Chairman should be brought to the attention of the SAE for resolution.

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It is also SAE policy that the copyrights and other intellectual property rights of third parties be respected and not infringed upon by SAE or any of its committees, or any employee, member or other person acting on behalf of SAE.

As a participant in SAE Technical Committees, individuals agree that the collective work of the committee(s) is the property of SAE, and SAE is charged with its publication, dissemination, and protection.

To: Wright, DavidA[Wright.DavidA@epa.gov]
From: Sigelko, Jenny (EEO)
Sent: Wed 10/15/2014 12:57:29 PM
Subject: RE: SAE J3066 Volumetric Fuel Calculation Methodology
fuel economy display validation test_jys.docx

Hi David,

Ex. 4 - CBI

Thanks very much.

Jenny

Jenny Sigelko

Volkswagen Group of America

EEO-Auburn Hills MI

248 754 4214

Jenny.Sigelko@VW.com

From: Wright, DavidA [mailto:Wright.DavidA@epa.gov]
Sent: Tuesday, October 14, 2014 4:54 PM
To: Tommy_Chang@ahm.honda.com; Buller, Patrick; Chris McCarthy; sconrad@hatci.com; Tom Beierschmitt (TEMA TTC); mky@chrysler.com; dennis.pawlak@na.mitsubishi-motors.com; douglas.reid@na.mitsubishi-motors.com; Paulina, Carl; Chris Nevers; Glodich, Jeffrey (J.M.); William

Beggs; Ryan McGavock; Sigelko, Jenny (EEO); nokawa@mazdausa.com; Duoba, Michael J.; Yuhase, Nicole (L.); yosuke_sato@ahm.honda.com; Ellies, Ben; Bowu Reed
Cc: mark.a.theobald@gm.com
Subject: SAE J3066 Volumetric Fuel Calculation Methodology

At the October 2 meeting of the J3066 the method for calculating the volumetric fuel economy (not correcting to the 1975 fuel parameters) was presented. The method is attached as Appendix A in the attached document. This calculation is needed to be described separately from the fuel economy equation in the Federal Register, as, the Federal Register listed calculation includes the weighting for the differences in fuel properties from the 1975 fuel.

Please review Appendix A and let me know if you have any corrections, questions, or comments. Also, the percent difference calculation currently does not have any correction to account for the differences in the specific gravity of the test fuel and the specific gravity used in the on-board calculation. The difference in the specific gravity between the actual test fuel and the valued used for the on-board calculation needs to be accounted in the percent difference calculation.

Thank you for your review. The next meeting of the J3066 task force is scheduled for November 6th at the EPA office on Traverwood.

Regards,

David

David A. Wright

Light-Duty Vehicle Center, Compliance Division

National Vehicle and Fuel Emissions Laboratory

Phone: (734) 214-4467

E-mail: wright.davida@epa.gov

DRAFT

FUEL ECONOMY DISPLAY CHASSIS DYNAMOMETER VALIDATION TESTING

RATIONALE

This test method is used to determine the accuracy of the vehicle's fuel economy display. The vehicle information center's displayed average fuel economy is recorded at the conclusion of a chassis dynamometer test and then is compared to the carbon-balance fuel economy measured during the chassis dynamometer test.

2. REFERENCES

2.1 CFR Publications

The CFR is available from the Superintendent of Documents, U.S. Government Printing Office, Mail Stop: SSOP, Washington, DC, 20402-9320, http://www.gpoaccess.gov/cfr/index.html.

40 CFR Part 86 Control of Emissions from New and In-Use Highway Vehicles and Engines

40 CFR Part 600 Fuel Economy and Greenhouse Gas Exhaust Emissions of Motor Vehicles

2.2 ASTM Publications

ASTM publications are available from the American Society of Testing and Materials, 100 Barr Harbor Drive, P.O. Box C700, West Conshohocken, PA 19428-2959, http://www.astm.org.

ASTM D 1298 Standard

ASTM D 3343 Standard

3. DEFINITIONS

4. CHASSIS DYNAMOMETER VALIDATION OF VEHICLE INFORMATION CENTER DISPLAYED AVERAGE FUEL ECONOMY

4.1 Average Fuel Economy Display Validation Procedure – 75° FTP Test

Prior to beginning the 75° FTP exhaust emission test, reset the vehicle's average fuel economy display.

At the completion of the 75° FTP test, when the engine has been turned off at the conclusion of Phase 3, record the average fuel economy value displayed on the vehicle information center.

Calculate the volumetric fuel economy for each bag of the 75° FTP test according to the methodology described in Appendix A.

Average the Bag 1, Bag 2, and Bag 3 volumetric fuel economy results using the following equation –

Test Average MPG = (B1 dist + B2 dist + B3 dist)/[(B1 dist/B1 mpg) + (B2 dist/B2 mpg) + (B2 dist/B3 mpg)]

Where,

Test Average MPG = Calculated average volumetric MPG (not the hot/cold weighted value) observed during the 75° FTP test.

B1 dist, B2 dist, B3 dist = Measured distance travelled during the individual phases of the 75□

FTP test.

B1 mpg, B2 mpg, B3 mpg = Calculated volumetric fuel economy (see Appendix A) measured during the individual phases of the 75□ FTP test.

Determine the percent difference between the value recorded from the fuel economy display and the calculated 75□ FTP Test Average MPG –

Percent Difference = [(Display MPG – 75□ FTP Test Average MPG)/ 75□ FTP Test Average MPG] * 100

4.2 Average Fuel Economy Display Validation Procedure – Highway Fuel Economy Test

Immediately prior to beginning the sampled portion of the highway fuel economy test (HFET), reset the vehicle's average fuel economy display.

At the completion of the highway fuel economy test, when the engine has been turned off at the conclusion test, record the average fuel economy value displayed on the vehicle information center.

Calculate the volumetric fuel economy for the HFET test according to the methodology described in Appendix A.

Determine the percent difference between the value recorded from the fuel economy display and the carbon-balance calculated highway fuel economy test MPG –

Percent Difference = [(Display MPG – HFET MPG)/HFET MPG] * 100

4.3 Average Fuel Economy Display Validation Procedure – US06 Test

Prior to beginning the US06 exhaust emission test, reset the vehicle's average fuel economy display.

At the completion of the US06 test, when the engine has been turned off at the conclusion of the test, record the average fuel economy value displayed on the vehicle information center.

Calculate the volumetric fuel economy for the US06 test according to the methodology described in Appendix A. If a split bag US06 test is performed calculate the volumetric fuel economy for each bag of the test.

Average the Bag 1 and Bag 2 volumetric fuel economy results using the following equation –

Test Average MPG = (B1 dist + B2 dist)/[(B1 dist/B1 mpg) + (B2 dist/B2 mpg)]

Where,

Test Average MPG = Calculated average MPG observed during the city and highway portions of the US06 test.

B1 dist and B2 dist = Measured distance travelled during the city and highway phases of the US06 test.

B1 mpg and B2 mpg = Calculated volumetric fuel economy measured during the city and highway phases of the US06 test.

Determine the percent difference between the value recorded from the fuel economy display and

the calculated US06 Test Average MPG –

Percent Difference = [(Display MPG – US06 Test Average MPG)/ US06 Test Average MPG] * 100

4.4 Average Fuel Economy Display Validation Procedure – SC03 Fuel Economy Test

Immediately prior to beginning the sampled portion of the SC03 test, reset the vehicle's average fuel economy display.

At the completion of the SC03 test, when the engine has been turned off at the conclusion test, record the average fuel economy value displayed on the vehicle information center.

Calculate the volumetric fuel economy for the SC03 test according to the methodology described in Appendix A.

Determine the percent difference between the value recorded from the fuel economy display and the calculated volumetric SC03 MPG –

Percent Difference = [(Display MPG – SC03 MPG)/SC03 MPG] * 100

4.5 Average Fuel Economy Display Validation Procedure – Cold CO Test

Prior to beginning the Cold CO exhaust emission test, reset the vehicle's average fuel economy display.

At the completion of the Cold CO test, when the engine has been turned off at the conclusion of Phase 3, record the average fuel economy value displayed on the vehicle information center.

Calculate the volumetric fuel economy for each bag of the Cold CO test according to the methodology described in Appendix A.

Average the Bag 1, Bag 2, and Bag 3 volumetric fuel economy results using the following equation –

Test Average MPG = (B1 dist + B2 dist + B3 dist)/[(B1 dist/B1 mpg) + (B2 dist/B2 mpg) + (B2 dist/B3 mpg)]

Where,

Test Average MPG = The average MPG (not the hot/cold weighted value) observed during the Cold CO test.

B1 dist, B2 dist, B3 dist = The actual distance travelled during the individual phases of the Cold CO test.

B1 mpg, B2 mpg, B3 mpg = The calculated volumetric fuel economy measured during the individual phases of the Cold CO test.

Determine the percent difference between the value recorded from the fuel economy display and the calculated Cold CO Test Average MPG –

Percent Difference = [(Display MPG – Cold CO Test Average MPG)/Cold CO Test Average MPG] * 100

APPENDIX A – CALCULATING VOLUMETRIC FUEL ECONOMY

A.1 PREFACE

The fuel economy calculations in Part 600 (§600.113-12) of the Federal Register include factors for correcting the observed fuel economy to a value representative of 1975 gasoline properties. This appendix provides the appropriate method to determine a volumetric fuel economy based on the measured properties of the fuel used during the exhaust emission tests. The method uses measured fuel properties to determine the grams of carbon per gallon of test fuel combined with the hydrocarbon (HC), carbon monoxide (CO), and carbon dioxide (CO_2) emission rates (grams/mile) to calculate the fuel economy in miles per gallon (mpg).

A.2 REQUIRED TEST FUEL PROPERTIES

A.2.1 Specific gravity (SG) measured using ASTM D 1298.

A.2.2 Carbon weight fraction (CWF) measured using ASTM D 3343.

A.3 REQUIRED EMISSION MEASUREMENTS

Perform the exhaust emission test procedures according to the methods outlined in CFR Part 86 or CFR Part 1066. Use the calculation methods described in the appropriate part to determine the exhaust emission rates in grams/mile for the following emission constituents – hydrocarbons (HC), carbon monoxide (CO), and carbon dioxide (CO_2).

A.4 VOLUMETRIC FUEL ECONOMY CALCULATION

Per bag volumetric miles per gallon is calculated by dividing the grams of carbon per gallon (gmC/gal) of fuel by the grams of carbon emitted by the vehicle per mile driven (gmC/mile). The grams of carbon emitted are calculated by multiplying the HC, CO, and CO_2 emission rate by the emission constituents carbon mass fraction (CMF). The carbon mass fraction of THC is calculated based on the CWF of the test fuel.

gmC/gal = CWF x SG x Density of H2O @ 20ºC (998,200 gm/m^3) x (1 / 264.17 gal/m^3)

CMF_{HC} = 12.011 / [12.011 + (CWF * 1.008])

CMF_{CO} = 12.011 / (12.011 + 15.999) = 0.429

CMF_{CO2} = 12.011 / [12.011 + (15.999 x 2)] = 0.273

gmC/mile = [CMF_{HC} x (HC_{mass} / Bag dist)] + [CMF_{CO} x (CO_{mass} / Bag dist)] + [CMF_{CO2} x (CO_{2mass} / Bag dist)]

MPG = gmC/gal / gmC/mile

Where,

HC_{mass}, CO_{mass}, CO_{2mass} – bag measured HC, CO, and CO_2 mass emissions measured and calculated per CFR Part 86 or Part 1066.

Bag dist – measured driving distance during the bag sampling period.

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]
From: Rodgers, William (EEO)
Sent: Wed 10/15/2014 3:03:26 PM
Subject: VW Group - Ex. 4 - CBI

Hello Jim,

Ex. 4 - CBI

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Ex. 6
From: Sohacki, Lynn
Sent: Wed 10/15/2014 3:26:39 PM
Subject: Non-Responsive
Non-Responsive

Non-Responsive

Also, here is an article that was recently written about an event that we had here in Ann Arbor. I find it a little simplistic and sappy but it is a nice article.:

TRANSPORTATION:

At its vehicle emissions lab, EPA helps push automakers into a more fuel-abstemious future

Umair Irfan, E&E reporter

ClimateWire: Friday, October 10, 2014

ANN ARBOR, Mich. -- In the not-too-distant future, the majority of cars in the United States may idle at zero rpm. Batteries will predict when you'll slow down and will charge up accordingly. The gears in your transmission will blend instead of shift.

And all of this will happen so subtly, you won't notice. Or gas prices will rise so high, you won't care.

It's a future that may come to pass if American light-duty vehicles manage to hit U.S. EPA's ambitious 54.5 mpg fuel economy target by 2025.

Carmakers and auto suppliers are already deploying tricks like turning off engines at stoplights and recouping energy from braking to charge batteries in some car models. These tactics have helped car manufacturers in America dramatically improve fuel economy and curb greenhouse gas emissions on average across their fleets.

Earlier this week, EPA issued a report on fuel economy trends showing that carbon emissions from cars were at record lows, while fuel economy was at a record high (***ClimateWire***, Oct. 9).

However, the current 30.6 mpg average is just the starting line for the 2025 54.5 mpg target, and progress slowed down this year. To meet the fuel economy goal along with emissions reduction objectives, manufacturers will have to spread fuel-saving technologies across all of their offerings. Not just fuel-sipping hybrids, but also gasoline-chugging pickup trucks and heavy, blissfully ignorant luxury cars, will have to roll up a learning curve to reach the new technologies.

At EPA's National Vehicle and Fuel Emissions Laboratory (NVFEL) yesterday, automakers showcased some of their strategies to do just that.

A training gym for cars

EPA established the laboratory in 1971 to create fuel economy standards that the automotive industry could actually achieve. Regulators also make sure that cars live up to their hype, testing vehicles to make sure that lighter parts and using turbocharged engines are not just gimmicks but upgrades that yield substantial fuel savings.

The warehouse-like facility is like an elite training gym for cars. Over polished concrete and diamond plate, shiny new sedans and coupes are mounted on dynamometers -- the equivalent of treadmills for runners -- as wires from sensors and instruments spurt through gaps in bodywork.

EPA tests components individually, as well. In one room, engineers mounted the beating red heart of a hybrid medium-duty diesel truck on a concrete block, innervating it with sensors and hoses to measure its performance and pollution.

Cars and components are heated, cooled, revved up, idled, filled up and emptied to make sure the fuel economy sticker on the window resembles something an owner will see in the real world.

"When we say a car gets 24.3 miles per gallon, it gets 24.30 miles per gallon, and we're absolutely certain of that fact," said David Haugen, director of the testing and advanced technology division at EPA's Office of Transportation and Air Quality.

In the nearby wet labs, engineers experiment with new fuel blends and test out close to 3,500 existing formulas in new situations.

Aside from validating performance in existing cars, NVFEL also tests new approaches to cutting emissions. Photography is restricted in many parts of the lab because some manufacturers are concerned about trade secrets leaking out.

Learning to love 'stop-start'

In a large atrium, with a dozen cars parked askew with their hoods propped open, manufacturers showed some of the technologies they were willing to share, like continuously variable transmissions that ensure the perfect gear ratio is always matched to the engine's output, reducing wasted energy and saving fuel.

Alexander Dolpp, director of powertrain systems in the research and development division of Mercedes-Benz, explained that the company's S600 plug-in hybrid uses GPS and traffic information to anticipate speeding up and slowing down, tweaking its drivetrain to keep its batteries topped up or to deliver power.

The goal, he explained, is to deliver eight-cylinder performance with four-cylinder fuel economy.

General Motors Co., meanwhile, received favorable reviews for its engine stop-start system in the Chevrolet Impala sedan, which has been on the market for a year. "This is the success story for 12-volt start-stop in the U.S.," said Frederick Sciance, manager of environment and climate policy at General Motors.

Though American consumers were initially wary about their engines turning off at stop signs, Sciance said a combination of educating customers on the benefits, such as increasing fuel economy by 5 percent, while eliminating the shuddering and jolts of stopping and restarting motors helped ease acceptance.

"This diversity of innovation is not because EPA mandated it; it's happening because EPA got out of the way," said Janet McCabe, acting assistant administrator for EPA's Office of Air and Radiation, explaining that the agency's approach is to set targets rather than endorse a specific technology.

Incentives higher in Europe

With tough targets, the net result is that the United States can drive the global auto industry to be more efficient, McCabe observed. Addressing climate change will eventually require global cooperation, and taking the lead in fuel economy could drive other nations to act.

"The world is noticing what we are doing," she said. "They are noticing the power plant rule, and they are noticing what we are doing with vehicles."

However, fuel efficiency may still be a tougher sell in the United States than it is in regions like Western Europe, where gasoline prices begin around $7 a gallon and go up. "The reward at the pump is higher in Europe than it is in the U.S.," said Oliver Schmidt, general manager in the engineering and environmental group at Volkswagen Group of America.

Right now, though, NVFEL is gearing up to produce a progress report on the pace of technology development to make sure

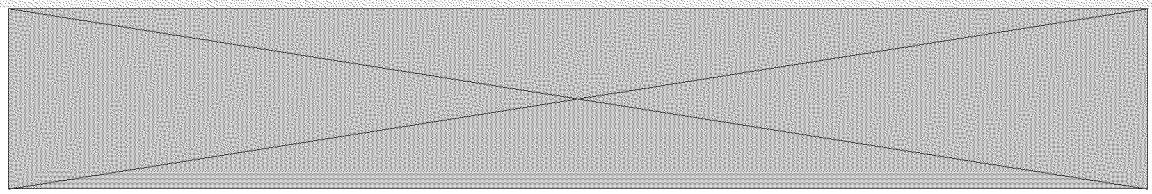
manufacturers are on track to hit their fuel economy and emissions targets by 2025.

"We are required by statute, by law, to do a midterm evaluation," said Dan Barba, director of the National Center for Advanced Technology at EPA. The agency expects to issue a report by November 2017.

http://www.eenews.net/stories/1060007204/print

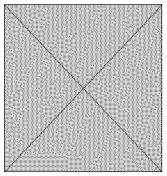
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From: Green Car Reports
Sent: Wed 10/15/2014 4:07:31 PM
Subject: Green Car Report Daily Headlines

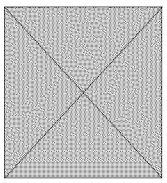
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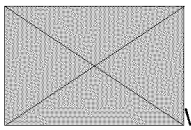
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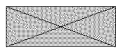
VW Plug-In Predictions, Achates Efficient Diesel Engine, Hyundai/Kia Diesels: Today's Car News

Oct 15, 2014 03:40 pm | feedback@highgearmedia.com (Stephen Edelstein)

 We've got lots of diesel news today, including a radically efficient two-stroke engine from Achates Power and possible Hyundai and Kia diesels for the U.S. We also share Volkswagen's views on the future of plug-in hybrids and how they related to battery-electric cars. All this and more on Green Car Reports. Toyota has now officially acknowledged...

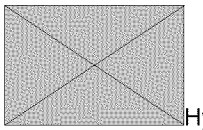
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Hyundai And Kia Evaluate Offering Diesels For Fuel Economy In U.S. Cars

Oct 15, 2014 03:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

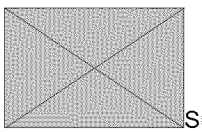
 Hyundai and Kia sell hybrids, an electric car, and a hydrogen fuel-cell vehicle in the U.S.--the latter two in limited numbers--but there's one green-car avenue the Korean automakers haven't explored yet. DON'T MISS: Fewer Gas Stations, But More Diesel Pumps, As Diesel

Sales Rise Both brands offer diesels in other markets, and are now reportedly...

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Achates Closer To Production Of Radically Efficient Two-Stroke Truck Diesel

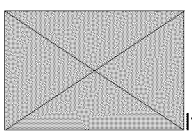
Oct 15, 2014 03:28 pm | feedback@highgearmedia.com (John Voelcker)

 Suppose you could take an old engine concept discarded in the 1970s, add modern fuel metering and injection control hardware and software, and offer a compact powerplant that cuts the fuel consumption of today's diesel truck engines by a third.. That's the promise of Achates Power, which has been working for a decade on its horizontally opposed...

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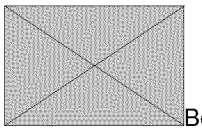
Oct 15, 2014 01:41 pm | feedback@highgearmedia.com (John Voelcker)

 It's often said that plug-in hybrids are the "gateway drug" to pure battery-electric vehicles, exposing drivers to the electric-car experience without looming range anxiety. Now it appears that a member of the powerful board of global automaker Volkswagen Group agrees. DON'T MISS: 2015 Volkswagen e-Golf: Drive Report, First U.S. Sale Details In an...

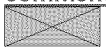
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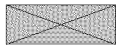
Further Crackdowns On Diesel Emissions Only A Matter Of Time?

Oct 15, 2014 12:06 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Both the U.S. and Europe have implemented tighter emissions or fuel-economy standards for gasoline-powered vehicles, but Europe's legion of diesel cars and trucks may get even closer scrutiny. As concerns over urban air quality grow, European analysts see diesel-exhaust emissions as the next major target of regulation. A recent Just-Auto blog post...

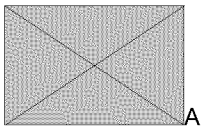
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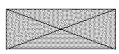
2012-2014 Mitsubishi i-MiEV Recall: Brake Pump Corrosion

Oct 15, 2014 11:00 am | feedback@highgearmedia.com (Stephen Edelstein)

 A recall has been issued for certain 2012 through 2014 model-year Mitsubishi i-MiEV electric cars to address an issue with the brake-vacuum pump. Problems with the pumps could arise from either faulty software or corrosion resulting from exposure to road salt. DON'T MISS: 2014 Mitsubishi i-MiEV: $6,130 Price Cut, More Standard Features In either...

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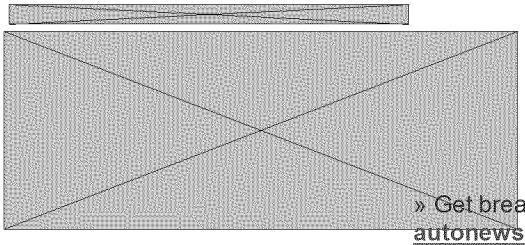
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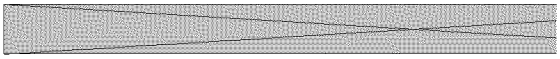
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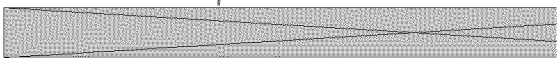
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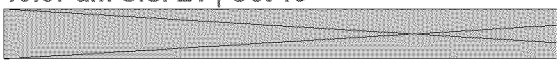
Jay Leno signs deal to host new car series for CNBC

11:25 am U.S. ET | Oct 15



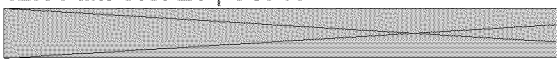
Hitachi Automotive readies new autonomous driving technology

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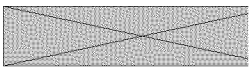


Lithia expects flat per-unit F&I revenue through 2015

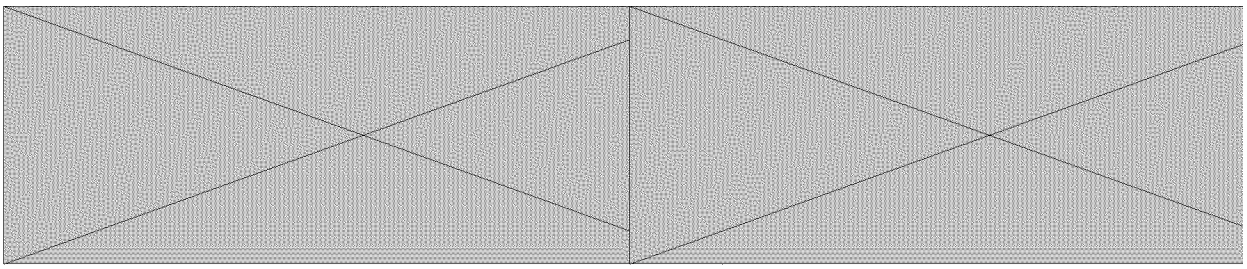
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To: Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Snyder, Jim
Sent: Wed 10/15/2014 9:18:37 PM
Subject: RE: EPA Scan Tool

I talked to Ben today and he uses a handheld scanner. Its an Autoxray. An older version of the EZ Scan 6000.

From: Allen, Gregory (EEO) [mailto:Gregory.Allen@vw.com]
Sent: Tuesday, October 14, 2014 4:10 PM
To: Snyder, Jim
Subject: RE: EPA Scan Tool

Hello Jim,

Did you get confirmation from Ben yet about which scanners are used for our cars?

Filtering through old e-mails and I believe this one fell through the cracks.

Regards,

Greg Allen

VWGoA EEO

(248)754-4209

From: Allen, Gregory (EEO)
Sent: Monday, July 28, 2014 3:41 PM
To: 'Snyder, Jim'
Subject: RE: EPA Scan Tool

Yes the Confirmatory testing of new cars. If you could check with Ben and see what is used for our vehicles I would appreciate it.

Thanks Jim.

Regards,

Greg Allen

VWGoA EEO

(248)754-4209

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Monday, July 28, 2014 3:28 PM
To: Allen, Gregory (EEO)
Subject: RE: EPA Scan Tool

Are you referring to the Certification confirmatory testing of new cars, or the in-use tests that Lynn Sohacki does?

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Now the contractor that inspects the in-use cars has several higher level scan tools that they use for the in-use inspections. Tobias would know what they have better than me.

-Jim

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Sent: Monday, July 28, 2014 3:11 PM
To: Snyder, Jim
Subject: EPA Scan Tool

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Thanks Jim.

Regards,

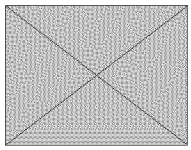
Greg Allen

VWGoA EEO

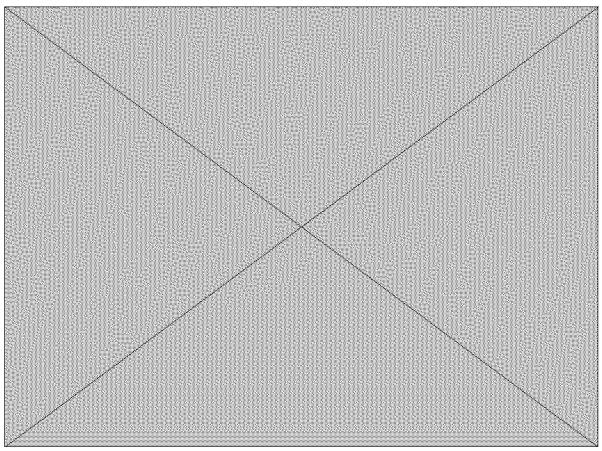
(248)754-4209

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Events - SAE International
Sent: Thur 10/16/2014 12:18:35 AM
Subject: Register to attend – SAE 2014 Light Duty Emissions Control Symposium

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SAE 2014 Light Duty Emission Control Symposiu

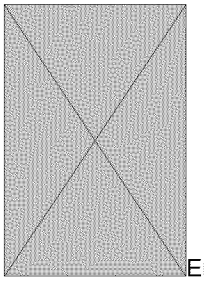
December 9-10, 2014
Troy Marriott
Troy,

Michigan, USA

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Insight – Keynote Speakers from the U.S. EPA and the International Council for Clean Transportation (ICCT) will provide rational behind the latest EPA Tier 3, CARB, and Euro 6 Regulations
Strategies – Expert led Panel Discussions will yield candid reaction to regulations and market demands, and share vision for the light duty industry
Solutions – Technical Sessions will explore developments in efficiency boosting technologies like Lean NOx Control, Catalyst Durability, Filter Technologies for GDI Engines, and advancements in OBD

See ALL this event has to offer – SAE 2014 Light Duty Emissions Control Symposium


Emissions control expert and Symposium Organizer Timothy V. Johnson talks about the value of attending **SAE 2014 Light Duty Emissions Control Symposium**

"As the regulations get tighter and tighter, they become more difficult to meet - the role of understanding the regulation becomes even more significant. Within the emission control industry, we need to know what's coming so that we can develop the appropriate technologies and get them into the market in a timely manner."

Read the FULL INTERVIEW

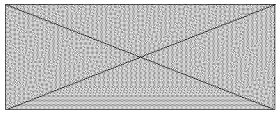
How will your organization make an impact at the SAE 2014 Light Duty Emissions Control Symposium?

- Put your products in front of decision makers and early adopters
- Build relationships with new prospects from leading OEM's and Suppliers
- Establish your brand as the industry "go-to"

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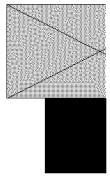
For more information contact:
Joanna Curtis | jcurtis@sae.org | (+1 724) 772-4009

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CONNECT WITH US

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Allen, Gregory (EEO)
Sent: Thur 10/16/2014 12:22:31 PM
Subject: RE: EPA Scan Tool

Great. Thanks Jim.

If I don't talk to you beforehand, have a good weekend.

Regards,

Greg Allen

VWGoA EEO

(248)754-4209

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Wednesday, October 15, 2014 5:19 PM
To: Allen, Gregory (EEO)
Subject: RE: EPA Scan Tool

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Thanks Jim.

Regards,

Greg Allen

VWGoA EEO

(248)754-4209

To: Glas, Tobias[Tobias.Glas@vw.com]
From: Sohacki, Lynn
Sent: Thur 10/16/2014 3:19:18 PM
Subject: Notification of EPA In-use class V102/V104
Notif- V102 - VW.pdf

Hi, Tobias.

I recently sent a letter to your company as notification of an upcoming in-use class. Attached, please find a copy of that letter for your convenience. Let me know if you have any questions.

Thank you,

Lynn Sohacki

Compliance Division

Environmental Protection Agency

734-214-4851

734-214-4869 fax

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
NATIONAL VEHICLE AND FUEL EMISSIONS LABORATORY
2565 PLYMOUTH ROAD
ANN ARBOR, MICHIGAN 48105-2498

October 15, 2014

OFFICE OF
AIR AND RADIATION

Mr. Dennis Reineke
Volkswagen of America
3800 Hamlin Road
Auburn Hills, Michigan 48326

Dear Mr. Reineke,

The Environmental Protection Agency will test a 2012 model-year Volkswagen test-group in our surveillance test-program. The group shown in Enclosure 1 will be tested at the National Vehicle and Fuel Emissions Laboratory in Ann Arbor, Michigan. Test results which exceed applicable standards may lead to confirmatory testing.

A sample of three or more vehicles will be procured. Maintenance will consist of an under-hood inspection and review of on-board computer codes. The federal test procedure, highway cycle, and US06 test will follow a single LA-4 preconditioning cycle. If this test-group contains models which are two-wheel drive with selectable four-wheel drive or selectable all-wheel drive, the vehicles may be tested in either of these modes.

Vehicles in the class may be subjected to an evaporative test and/or Cold CO testing. Additionally, fault conditions may be introduced on one or more of the vehicles to test the response of the On-Board Diagnostics (OBD) system.

We invite your representatives to be present as observers during the test program. If you have any questions concerning this investigation please contact me.

Sincerely,

Lynn Sohacki

Lynn Sohacki
Compliance Division

Enclosure

VW FOIA, EPA 06/20/2017 2017-FFP_016103

ENCLOSURE 1

Lab	NVFEL Ann Arbor, Michigan
Test Group	Ex. 4, 7
Estimated Start Date	Week-ending 12/26/2014
Recall/Testing Representative	Lynn Sohacki
Telephone Number	(734) 214-4851
E-mail address	Sohacki.lynn@epa.gov
Class Numbers	Ex. 4, 7

To: Sohacki, Lynn[sohacki.lynn@epa.gov]
From: Glas, Tobias
Sent: Thur 10/16/2014 3:25:36 PM
Subject: RE: Notification of EPA In-use class

Ex. 7

Hi Lynn,

Thanks for the update. Let us know when you have cars come in.

Thank you

Tobias Glas

In-Use Emission Compliance Specialist

Engineering & Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 494-1537

Fax: (248) 754-4207

E-Mail: Tobias.Glas@vw.com

From: Sohacki, Lynn [mailto:sohacki.lynn@epa.gov]
Sent: Thursday, October 16, 2014 5:19 PM

To: Glas, Tobias
Subject: Notification of EPA In-use class V

Ex. 7

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Thank you,

Lynn Sohacki

Compliance Division

Environmental Protection Agency

734-214-4851

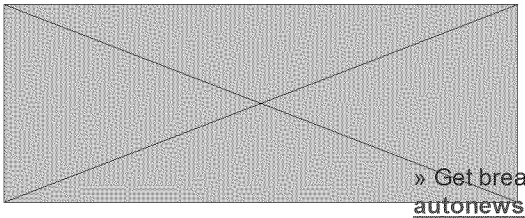
734-214-4869 fax

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Thur 10/16/2014 8:41:17 PM
Subject: DAILY: Takata airbags linked to third U.S. traffic death | Chrysler recalls more than 900k vehicles for fire risk | Ex-Fiat exec Soave lands marketing post at supplier

Today's most read story

Honda starts audit of injury, death reports to U.S. regulator

October 16, 2014



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TOP NEWS

Third traffic death in U.S. linked to Takata airbags

4:11 pm U.S. ET | Oct 16

A fatal accident near Los Angeles last year of a 2002 Acura sedan involved a Takata airbag -- the third death in the United States linked to a defective safety component made by the Japanese supplier, according to local officials and the automaker. ... » READ

Chrysler recalls more than 900,000 vehicles for fire risk

7:59 am U.S. ET | Oct 16

Chrysler Group is recalling more than 900,000 vehicles worldwide for potential safety problems that could cause fires. One recall covers some 470,000 cars and SUVs from model years 2011-14 and equipped with a 3.6-liter engine and 160 amp alternator, which may fail, possibly causing a stall or fire. ... » READ

China to punish carmakers that fail to meet fuel economy targets

10:24 am U.S. ET | Oct 16

China, taking another step to clean the nation's polluted skies, plans to punish automakers by restricting vehicle output and publicly naming violators if they fail to meet fuel economy rules on light vehicles set for 2015. ...

» READ

Ex-Fiat exec Soave named to marketing post at Federal-Mogul Motorparts

UPDATED: 10/16/14 3:18 pm ET - adds detail, links

2:22 pm U.S. ET | Oct 16

Laura Soave, the ex-Fiat brand chief in the United States who left after the flawed launch of the Fiat 500, has been named chief marketing and communication officer of Federal-Mogul Motorparts. ... » READ

Softening Chinese market grapples with troubling trends

4:25 pm U.S. ET | Oct 16

China's once blistering auto sales growth has cooled significantly this year, damped by a slowing economy. That was just one of several concerns fretted over by Chinese and international executives at the Global Automotive Forum, which opened Thursday. ... » READ

ON THE BLOGS

RICHARD JOHNSON

Hyundai scrambles for more crossover turf

» READ

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Acura grabs page from Subaru's awd playbook

Marchionne rebuilds Fiat-Chrysler at 200 mph to woo Wall Street

Tesla's 'D' will be Model S with all-wheel drive, 2 motors

Factories, dealers clash over canceled store sales

Lincoln ad spoofs elevate brand's exposure

Former Showa exec indicted in U.S. price-fixing probe

12:07 pm U.S. ET | Oct 16

Volvo will add jobs, boost production in Sweden

5:45 am U.S. ET | Oct 16

Jeep first U.S. brand to crack Top 10 in Japan's Car of Year Award

9:51 am U.S. ET | Oct 16

Hyundai Motor to use cash to fund $10 billion land deal

7:17 am U.S. ET | Oct 16

Ford may join VW in selling plug-in hybrids in Europe

12:01 am U.S. ET | Oct 16

Faurecia Q3 sales rise on European auto recovery, U.S. rebound

11:55 am U.S. ET | Oct 16

UPCOMING EVENTS

» Oct. 15 - Best Dealerships To Work For

» Nov. 13-14 - Automobilwoche Kongress

» January 13-14 - Automotive News World Congress

» January 22 - Automotive News Retail Forum

UPCOMING WEBINARS

» Oct. 23 - Transform Your Digital Dealership
by Naked Lime

» Oct. 28 - A Tale of Two Reviews
by DealerRater

» 11/4 - Mobile Automotive Enterprise
by IBM

» 11/6 - Dealership Security Risks
by CDK Global

UPCOMING WEBINARS

» November 19 - What I Wish I Knew when I Started in F&I

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To: Ex. 7 @vw.com]
Cc: Ex. 7 @vw.com]
From: Good, David
Sent: Thur 10/16/2014 10:05:42 PM
Subject: FW: Re: Question about road-speed fans usage for 2016MY and later test vehicles
EPA-road-speed fan1-specs.714.pdf

Ex. 7

Did you ever respond to my question about road-speed fans?

Dave

From: Good, David
Sent: Wednesday, September 03, 2014 4:44 PM
To: Ex. 7 @vw.com'
Cc: Ex. 7 @vw.com'
Subject: Re: Question about road-speed fans usage for 2016MY and later test vehicles

Ex. 7

Re: Question about road-speed fans usage for 2016MY and later test vehicles

As you know, the Tier 3 Part 1066 regulations allow manufacturers to use road-speed fans for Tier 2 and Tier 3 emission and fuel economy vehicles without obtaining prior EPA approval. We have (more or less) told manufacturers that if they used a road-speed fan for their testing, EPA would also use a road-speed fan for any EPA confirmatory testing.

We would like to know your plans to use road-speed fans over the next several years so that there is no disruption in the EPA confirmatory testing process due to insufficient number of EPA road-speed fans. We currently have one road-speed fan (see attachment) and are considering whether to purchase an additional fan (or fans).

I would think that you would provided road-speed fan information to EPA in your 2016 certification preview meeting, including an outline of which 2016MY vehicles will be tested with road-speed fans, the specifications of your road speed fan(s), whether they meet EPA criteria outlined in 40 CFR 1066.105, and any other technical information as appropriate.

Please let us know in the next week or so approximately what percent of your 2016 and 2017 (if available) emission and fuel economy vehicles will be tested with road-speed fans and the timing---- approximately when you expect to be submitting test requests to EPA for vehicles tested with road-speed fans. I don't need precise numbers---just approximate numbers will be fine.

Thanks much

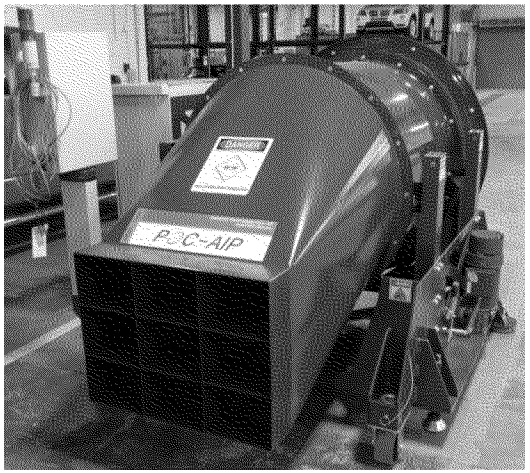
Dave

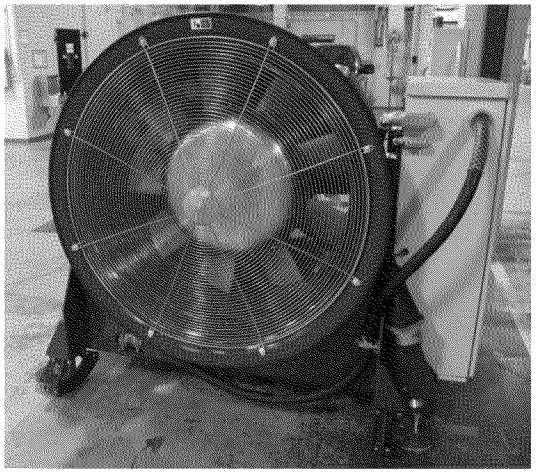
TATD LD portable Road Speed Fan quick specifications

-Contractor:	Prime One Contracting
-Flow area:	31.5" wide x 24" tall
-Required flow velocity range:	0 to 80 mph
-Outlet flow rate	0 to 37,000 CFM (1050 m^3/min)
-Motor Capacity	≈75 hp
-Floor to bottom of duct:	4" to 20" electronically adjustable
-Unit width	≈ 84”
-Unit length	≈ 92”
-Unit height for transport	≈ 65”
-Unit ground clearance	≈ 6”
-Approximate weight	3800 lbs
-Restraint system	Four restraint “feet”

-Meets flow delivery and uniformity requirements of 1066
-EPA added fixtures to allow the unit to be transported with a vehicle mover, also serve as restraints







To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Fri 10/17/2014 12:55:08 PM
Subject: e-Golf and website

Hi Dave;

Been trying to reach you this morning, if you have the time please call me. We have some advertising materials and claims that the marketing folk are looking at for the ad agency.

This is the current issue, the Volkswagen e-Golf is now posted on the website. I have been looking to discover how the cost to drive 25 miles is calculated all morning and then I noticed the posting. The cost for our BEV is $0.87 to drive 25 miles. If I use the unrounded annual fuel cost, I calculate 88 cents to go 25 miles. So a confirmation of how this calculation is made, including rounding methods, would be helpful.

The annual fuel cost for a battery electric is done with the EPA calculator and it does not use MPGe values but rather 15,000 miles multiplied by $0.12 divided by the unrounded adjusted miles per kW-hr. The posted values for the annual fuel cost and five year cost savings are not what was entered into Verify. If the unit price for electricity does not change and is still $0.12, then why wouldn't it be the same on the website? I also noticed that the five year cost savings refers to the 2014 average combined fuel economy of 23 MPG. Our e-Golf is a 2015, shouldn't this be the 2015 value of 24 MPG?

Do you know if EPA will make the press release today on the 2015 best and worse listings?

Hope to hear from you soon.

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Good, David[good.david@epa.gov]
Cc: French, Roberts[french.roberts@epa.gov]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Thomas, Richard (EEO)
Sent: Fri 10/17/2014 1:50:39 PM
Subject: 2015 Volkswagen e-Golf

Hello Dave;

Would you be able to confirm that our 2015 Volkswagen e-Golf battery electric vehicle model is the best in the 2015 EPA Compact Class? I understand that it is also within the top five overall, or maybe within the top ten overall fuel economy leaders.

Your prompt response would be appreciated.

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Good, David[good.david@epa.gov]
Cc: Kata, Leonard (EEO)[Leonard.Kata@vw.com]; Schmidt, Oliver (EEO)[Oliver.Schmidt@vw.com]
From: Thomas, Richard (EEO)
Sent: Fri 10/17/2014 3:32:36 PM
Subject: Fuel Economy Guide Website

Hi Dave;

I am having trouble understanding the website values for battery electric vehicles and hope that you could forward my concerns to the contractor that administers the site.

First point is that the site references the average new car, regardless of the actual model year for the model, as 2014 at 23 MPG. We have the new 2015 Volkswagen e-Golf with this reference to 2014 average new car. Our label calculation uses the 2015 average new car, at 24 MPG to make the five year cost savings calculation.

Secondly, the five year cost saving for the label should be the annual fuel cost value times five years minus the five year fuel cost for the average car (for 2015 it is $11,000 for 2014 it is $11,500). Whichever value you choose savings are always five hundred to a thousand dollars short. What value is used, or how is this calculation made?

I also noticed that a competitor model in the compact class has the "cost to drive 25 miles" with two different values depending on whether it is side by side with our model or if it is viewed by looking it up by specific model, a difference of fifteen cents. The side by side value looks better than our model, where the value found under the specific model listing is 15 cents higher, which I believe is the correct value.

If you have any questions or comments please contact me.

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Kaul, Meetu[Kaul.Meetu@epa.gov]
From: Concur Travel
Sent: Fri 10/17/2014 5:11:38 PM
Subject: Concur Itinerary 10/27/2014: TRIP FROM WASHINGTON TO SAN FRANCISCO (Q8FNDO)
IAD-SFO.ics
SFO-DCA.ics
Hotel Carlton.vcf

Trip Overview

Trip Name: Trip from Washington to San Francisco
Start Date: Oct 27, 2014
End Date: Oct 29, 2014
Created: Oct 17, 2014, MEETU KAUL (Modified: Oct 17, 2014)
Description: Meet with Region 9 marine, defeat device and mobile teams. Succession planning due to Matt Haber retirement.
Agency Record Locator: Q8FNDO
Passengers: Meetu Kaul
Total Estimated Cost: **$1,096.14 USD**
Reservations must be approved and ticketed no later than: 10/25/2014 6:05 AM Eastern
The trip will be automatically cancelled if it is not approved before the deadline.

Reservations

Monday, October 27, 2014

Flight Washington, DC (IAD) to San Francisco, CA (SFO)

United 1539

Departure: 08:05 AM
Seat:22B (Confirmed)
Washington Dulles Intl (IAD)
Duration: 5 hours, 49 minutes
Nonstop
Arrival: 10:54 AM
San Francisco Intl Arpt (SFO)
Terminal:3

Confirmation: BMP1PM
Status: **Confirmed**

Additional Details

Aircraft: Boeing 757-300
E-Ticket

Distance: 2411 miles

Emissions: 940.3 lbs CO_2

Cabin: Economy (Y)

Meal: Food for purchase



Hotel Carlton

1075 Sutter Street
San Francisco, California, 94109
US
415-673-0242

Checking In: Mon Oct 27
15:00
Room 1, Days 2, Guests 1
Checking Out: Wed Oct 29
12:00

Confirmation: 59679SB046592
Status:**Confirmed**
Rate Code:A1KGOV

Additional Information

Daily rate: **$**278.10 **USD**

Total rate: **$**646.94 **USD**

Room Details

Room Description: RoomDescriptionCodeA1KGOV

Special Instructions: Nonsmoking

Cancellation Policy

Cxl: Cxl-Modify By 1500 Hotel Time On 26Oct14-Fee 1 Night-Excl Tax- Fees-Must Cancel By 3Pm. Day Prior To Arrival.

Remarks

JV40738ARR27OCT CXL:CXL-MODIFY BY 1500 HOTEL TIME ON 26OCT14-FEE 1



Wednesday, October 29, 2014



Flight San Francisco, CA (SFO) to Washington, DC (DCA)

United 1060

Departure: 01:58 PM
Seat:28E (Confirmed)
San Francisco Intl Arpt (SFO)
Terminal:3
Duration: 5 hours, 3 minutes

Nonstop
Arrival: 10:01 PM
Ronald Reagan National Arpt (DCA)
Terminal:B

Confirmation: BMP1PM
Status: **Confirmed**

Additional Details

Aircraft: Boeing 737-800

Distance: 2435 miles

E-Ticket

Emissions: 949.7 lbs CO_2

Cabin: Economy (S)

Meal: Food for purchase



Total Estimated Cost

Air	
Airfare quoted amount:	**$391.62 USD**
Taxes and fees:	**$57.58 USD**
Air Total Price:	**$449.20 USD**
Hotel:	**$646.94 USD**
Total Estimated Cost:	**$1,096.14 USD**

TICKET NOT YET ISSUED. AIRFARE QUOTED IN ITINERARY IS NOT GUARANTEED UNTIL TICKETS ARE ISSUED.

Remarks

****
DUE TO RECENT CHANGES IN THE FY13 GOVERNMENT CITY-PAIR
PROGRAM/CPP YOUR AIR RESERVATIONS ARE SUBJECT TO
CANCELLATION BY THE AIRLINES IF NOT TICKETED AT LEAST
48 HOURS PRIOR TO SCHEDULED DEPARTURE.
PLEASE ENSURE ALL NECESSARY APPROVALS ARE PROCESSED IN
ACCORDANCE WITH YOUR AGENCYS BUSINESS RULES BUT NO LESS.
THEN 3 BUSINESS DAYS PRIOR TO DEPARTURE TO ENSURE TICKETING.
THIS 48 HOUR CANCELLATION RULE DOES NOT APPLY TO
INTERNATIONAL RESERVATIONS UNLESS YOUR TRIP HAS DOMESTIC
CONNECTIONS ON MORE THEN ONE AIRLINE OR THESE
RESERVATIONS REQUIRE SEPARATE AIR TICKETS.
****

Flight# UA1539 from IAD -> SFO
(5 hours and 49 mins.)

20141027T120500Z

Version
2.0

METHOD
PUBLISH

Start Date/Time
20141027T120500Z

End Date/Time
20141027T175400Z

DTSTAMP
20141027T120500Z

Location

Summary
Flight# UA1539 from IAD -> SFO
(5 hours and 49 mins.)

Description
Trip Overview
==========

Trip Name: Trip fr om Washington to San Francisco
Start Date: Oct 2 7, 2014
End Date: Oct 29, 2014
Created: Oct 17 \, 2014, MEETU KAUL (Modified: Oct 17, 2014)
Desc ription: Meet with Region 9 marine, defeat device and mobile teams. Succession planning due to Matt Haber retirement.
Agency Record Locator: Q8FNDO \nPassengers: Meetu Kaul
Total Estimated Cost: $ 1,096.14 USD
Reservations must be approved and ticketed no later than: 10/25/2014 6:05 AM Eastern \nThe trip will be automatically cancelled if it is not approved before the deadline.

Reservati ons
==========
Monday, October 27, 2014
~~~~~ ~~~~~~~~~~~~~~~~~~

Flight Washington, DC (IAD) to San Francisco, CA (SFO)
---------- ----------

United 1539

D eparture: 08:05 AM
~~~~~

Seat: 22B (Confirmed)
Washin gton Dulles Intl (IAD)
Duration: 5 hours, 49 minu tes
Nonstop
Arrival: 10:54 AM
San Francisco In tl Arpt (SFO)
Terminal: 3
Confirmation: BMP1PM
Status: Confirmed
Aircraft: Boeing 757-300
Dist ance: 2411 miles
E-Ticket
Emissions: 940.3 l bs CO 2
Cabin: Economy (Y)
Meal: Food for pu rchase

Hotel Carlton

1075 Sut ter Street
San Francisco, California, 94109
US \n415-673-0242

Checking In: Mon Oct 27
15:00 \nRoom 1, Days 2, Guests 1
Checking Out: Wed Oct 29
12:00
Confirmation: 59679SB046592
Stat us: Confirmed
Rate Code: A1KGOV
Daily rate: $ 2 78.10 USD
Total rate: $ 646.94 USD
Room Detail s
Room Description: RoomDescriptionCodeA1KGOV \nSpecial Instructions: Nonsmoking

Cance llation Policy

Cxl: Cxl-Modify By 1500 Hotel T ime On 26Oct14-Fee 1 Night-Excl Tax- Fees-Must Can cel By 3Pm. Day Prior To Arrival.
Remarks
J V40738ARR27OCT CXL:CXL-MODIFY BY 1500 HOTEL TIME O N 26OCT14-FEE 1

Wednesday, October 29, 2014
~ ~~~~~~~~~~~~~~~~~~~~~~~~~~

Flight San Francisco \, CA (SFO) to Washington, DC (DCA)
--- ---

United 106 0

Departure: 01:58 PM
Seat: 28E (Confirmed) \nSan Francisco Intl Arpt (SFO)
Terminal: 3
Durat ion: 5 hours, 3 minutes
Nonstop
Arrival: 10:01 PM

Ronald Reagan National Arpt (DCA)
Terminal: B \nConfirmation: BMP1PM
Status: Confirmed
Aircra ft: Boeing 737-800
Distance: 2435 miles
E-Ticket \nEmissions: 949.7 lbs CO 2
Cabin: Econom y (S)
Meal: Food for purchase

Total Estimated Cost
==========

Air
Airfare quo ted amount: $ 391.62 USD
Taxes and fees: $ 5 7.58 USD
Air Total Price: $ 449.20 USD
Hotel : $ 646.94 USD
Total Estimated Cost: $ 1,096 .14 USD

TICKET NOT YET ISSUED. AIRFARE QUOTED IN ITINERARY IS NOT GUARANTEED UNTIL TICKETS ARE I SSUED.

Remarks
=======
********** \nDUE TO RECENT CHANGES IN THE FY13 GOVERNMENT CIT Y-PAIR PROGRAM/CPP YOUR AIR RESERVATIONS ARE SUB JECT TO
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PLEASE ENSURE ALL NECESSARY APPROVALS ARE P ROCESSED IN
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THEN 3 BUSINESS DAYS PRIOR TO DEPARTURE TO ENSURE TICKETING.
THIS 48 HOUR C ANCELLATION RULE DOES NOT APPLY TO
INTERNATIONAL RESERVATIONS UNLESS YOUR TRIP HAS DOMESTIC
CONN ECTIONS ON MORE THEN ONE AIRLINE OR THESE
RESERV ATIONS REQUIRE SEPARATE AIR TICKETS.
********** **********

UID
Q8FNDO-2014-10-27T12:05:00.000Z-2014-10-27T17:54:00.000Z@concursolutions.com

Priority
3

Time Transparency
OPAQUE

TRIGGER
-PT180M

REPEAT
2

DURATION
PT60M

ACTION

DISPLAY

Description

3 Hours to your flight IAD -> SFO

Flight# UA1060 from SFO -> DCA
(5 hours and 3 m ins.)

20141029T205800Z

Version
2.0

METHOD
PUBLISH

Start Date/Time
20141029T205800Z

End Date/Time
20141030T020100Z

DTSTAMP
20141029T205800Z

Location

Summary
Flight# UA1060 from SFO -> DCA
(5 hours and 3 m ins.)

Description
Trip Overview
==========

Trip Name: Trip fr om Washington to San Francisco
Start Date: Oct 2 7, 2014
End Date: Oct 29, 2014
Created: Oct 17 \, 2014, MEETU KAUL (Modified: Oct 17, 2014)
Desc ription: Meet with Region 9 marine, defeat device and mobile teams. Succession planning due to Matt Haber retirement.
Agency Record Locator: Q8FNDO \nPassengers: Meetu Kaul
Total Estimated Cost: $ 1,096.14 USD
Reservations must be approved and ticketed no later than: 10/25/2014 6:05 AM Eastern \nThe trip will be automatically cancelled if it is not approved before the deadline.

Reservati ons
==========
Monday, October 27, 2014
~~~~~ ~~~~~~~~~~~~~~~~~~

Flight Washington, DC (IAD) to San Francisco, CA (SFO)
---------- ----------

United 1539

D eparture: 08:05 AM
~~~~~

Seat: 22B (Confirmed)
Washin gton Dulles Intl (IAD)
Duration: 5 hours, 49 minu tes
Nonstop
Arrival: 10:54 AM
San Francisco In tl Arpt (SFO)
Terminal: 3
Confirmation: BMP1PM
Status: Confirmed
Aircraft: Boeing 757-300
Dist ance: 2411 miles
E-Ticket
Emissions: 940.3 l bs CO 2
Cabin: Economy (Y)
Meal: Food for pu rchase

Hotel Carlton

1075 Sut ter Street
San Francisco, California, 94109
US \n415-673-0242

Checking In: Mon Oct 27
15:00 \nRoom 1, Days 2, Guests 1
Checking Out: Wed Oct 29
12:00
Confirmation: 59679SB046592
Stat us: Confirmed
Rate Code: A1KGOV
Daily rate: $ 2 78.10 USD
Total rate: $ 646.94 USD
Room Detail s
Room Description: RoomDescriptionCodeA1KGOV \nSpecial Instructions: Nonsmoking

Cance llation Policy

Cxl: Cxl-Modify By 1500 Hotel T ime On 26Oct14-Fee 1 Night-Excl Tax- Fees-Must Can cel By 3Pm. Day Prior To Arrival.
Remarks
J V40738ARR27OCT CXL:CXL-MODIFY BY 1500 HOTEL TIME O N 26OCT14-FEE 1

Wednesday, October 29, 2014
~ ~~~~~~~~~~~~~~~~~~~~~~~~~~

Flight San Francisco \, CA (SFO) to Washington, DC (DCA)
--- ---

United 106 0

Departure: 01:58 PM
Seat: 28E (Confirmed) \nSan Francisco Intl Arpt (SFO)
Terminal: 3
Durat ion: 5 hours, 3 minutes
Nonstop
Arrival: 10:01 PM

Ronald Reagan National Arpt (DCA)
Terminal: B \nConfirmation: BMP1PM
Status: Confirmed
Aircra ft: Boeing 737-800
Distance: 2435 miles
E-Ticket \nEmissions: 949.7 lbs CO 2
Cabin: Econom y (S)
Meal: Food for purchase

Total Estimated Cost
==========

Air
Airfare quo ted amount: $ 391.62 USD
Taxes and fees: $ 5 7.58 USD
Air Total Price: $ 449.20 USD
Hotel : $ 646.94 USD
Total Estimated Cost: $ 1,096 .14 USD

TICKET NOT YET ISSUED. AIRFARE QUOTED IN ITINERARY IS NOT GUARANTEED UNTIL TICKETS ARE I SSUED.

Remarks
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RESERV ATIONS REQUIRE SEPARATE AIR TICKETS.
********** **********

UID
Q8FNDO-2014-10-29T20:58:00.000Z-2014-10-30T02:01:00.000Z@concursolutions.com

Priority
3

Time Transparency
OPAQUE

TRIGGER
-PT180M

REPEAT
2

DURATION
PT60M

ACTION

DISPLAY

Description

3 Hours to your flight SFO -> DCA

Hotel Carlton

1075 Sutter Street,;San Francisco;California;94109;US

415-673-0242 (Work Voice)
415-673-4904 (Work Fax)

Version
2.1

Organization
Hotel Carlton

Telephone Number (Work Voice)
415-673-0242

Telephone Number (Work Fax)
415-673-4904

Address (Work)
P.O. Address:
Extended Address:
Street: 1075 Sutter Street,
Locality: San Francisco
Region: California
Postal Code: 94109
Country: US

Delivery Label (Work)
1075 Sutter Street,;San Francisco;California;94109;US

Comment
Checkin Time: 15:00
Checkout Time: 12:00

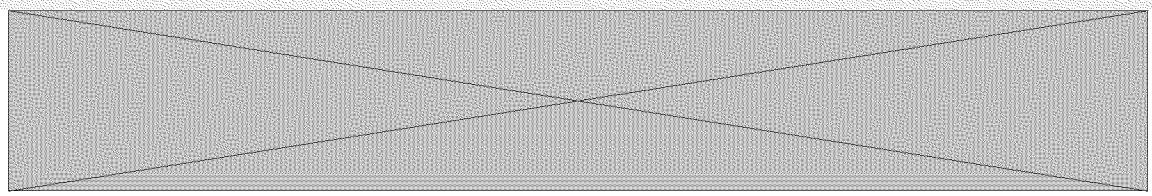
Directions to Hotel:
Depart Airport Following Signs To Us-101 North. Stay On Us-101. Exit Onto Us-101 N/ Mission St Toward Gg Bridge. Turn Left Onto S Van Ness Ave. Turn Right Onto Bush St. Turn Right At The 3rd Cross Street Onto Hyde Street. Take The First Right Onto Sutter Street. The Hotel Carlton Will Be On The Left Side Between Hyde And Larkin. Depart Airport Following Signs For Interstate 880 N To Downtown/oakland And Merge. Keep Left At The Fork And Merge Onto I-80 W Towards San Francisco. Pay Toll And Proceed Over The Bay Bridge. Exit Onto Fremont Street. Continue Onto Front Street. Turn Left Onto Pine Street. Turn Left Onto Hyde Street. Turn Right At The 2nd Cross Street Onto Sutter Street. Hotel Carlton Will Be On The Left Between Hyde And Larkin. Follow Airport Signage And Merge Onto Ca-87 N Toward Us-101 N. Keep Left At The Fork And Merge Onto Us-101 N. Exit Onto Us-101 N/ Mission St Toward Gg Bridge. Turn Left Onto S Van Ness Ave. Turn Right Onto Bush St. Turn Right At The 3rd Cross Street Onto Hyde Street. Take The First Right Onto Sutter Street. The Hotel Carlton Will Be On The Left Side Between Hyde And Larkin.

Last Revision

10/17/2014 1:11:38 PM

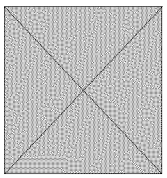
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From: Green Car Reports
Sent: Sun 10/19/2014 4:03:50 PM
Subject: Green Car Report Daily Headlines

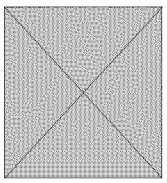
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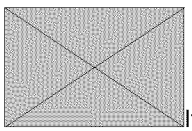
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VW Westfalia Camper Van Spiritual Successor: Nissan e-NV200 Camper

Oct 19, 2014 12:00 pm | feedback@highgearmedia.com (Stephen Edelstein)



If you've had your heart set on a modern interpretation of the old Volkswagen Westphalia camper van, you're in luck. A British company called Hillside Leisure will offer a camper conversion of the Nissan e-NV200 small electric van. RELATED: Electric Vehicles In RV Campgrounds: What You Need To Know Called the DalburyE, the electric camper van...

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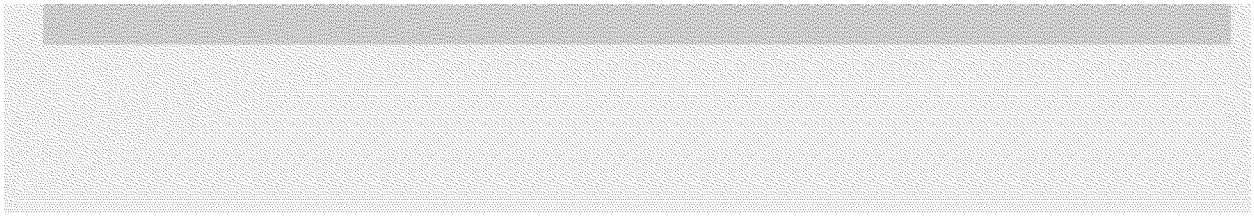
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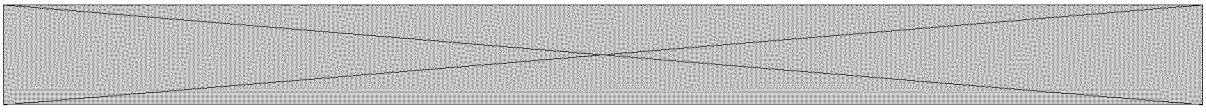
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Update your profile



To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: WardsAuto Diesel Resource Center
Sent: Mon 10/20/2014 11:01:19 AM
Subject: Global Outlook for Diesel Light Vehicles

View In Browser



See Our Analysis of the Global Outlook for Diesel Light Vehicles

This video outlook provides a regional breakdown, review of top diesel-producing countries and automakers, segment detail and more. Watch Now.

Visit the Diesel Resource Center sponsored by Bosch for these and many more important diesel-focused features:

Hyundai Kia Reconsidering Diesels for U.S. Hurdles surrounding the engine technology aren't necessarily gone but are better understood, a senior Hyundai/Kia official says.

Read more in the Diesel Resource Center.

Fiat's New-Generation Doblo Bows
The vehicle will be offered in four body styles: Cargo, Combi, Truck and Flatbed. It goes on sale in Europe beginning early 2015.

Read more in the Diesel Resource Center.

September U.S. Fuel Economy Index Up 2.1%
Low fuel prices increased the share of gasoline- and diesel-powered vehicles, while share of hybrid and plug-ins continue dropping.

Read more in the Diesel Resource Center.

New Diesel Jetta's Trump Card for '15
VWA has led the U.S. in the diesel category, where TDI take rates have hovered around 40% for the Passat sedan, 35% for the Jetta and 23% for the brand overall. So the expanded availability of the even better new 2.0L should be a hit.

Read more in the Diesel Resource Center.

'15 Volkswagen Jetta TDI The new 2.0L is VW's sixth-generation diesel for the American market. Refinement, fuel-economy and power never were better.

Read more in the Diesel Resource Center.

Please pass this alert along to others involved in diesel within your organization, and be sure to bookmark the WardsAuto Diesel Resource Center sponsored by Bosch for all the latest diesel developments.

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To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Mon 10/20/2014 1:55:36 PM
Subject: Range Buster e-Golf

Hi Dave;

I wanted to clarify the miles per gallon acronym (MPG) for the class ranges of combined fuel economy values as it applies to fuel economy labels. The class ranges are issued for the model year in an annual mailing. The last mailing with the combined carline class ranges for 2014 and 2015 was issued on November 22nd, 2013. In this list of the combined fuel economy ranges, the only acronym used was MPG. I assume that some of the class ranges upper end values were set by EVs or PHEV that use MPGe acronym. I would expect the new listing, to use the MPG equivalent designation (MPGe) if it was set by such a vehicle. When does the new list become available for 2016 and should we use this MPG**e** designation for the class range on our labels for the new e-Golf? As you know our 2015 e-Golf betters the upper end of the range for the Compact class.

We are currently working with the contractor to making changes to the formatting of our EV label to accept a three digit combined value. This MPGe acronym issue is one of the items we need to have clarified for their work.

If you have any question, please call me.

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

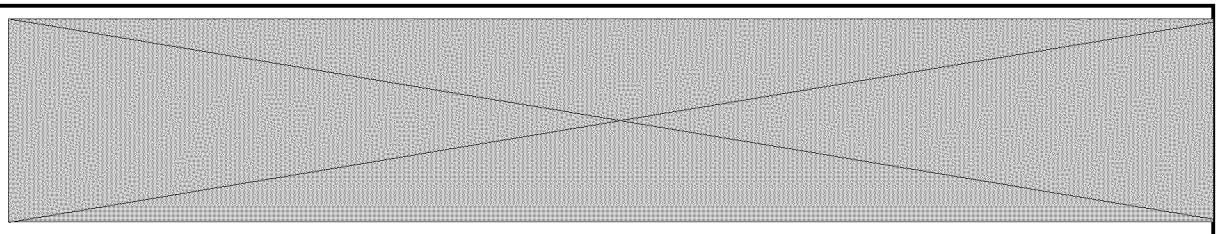
Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: WardsAuto World magazine
Sent: Tue 10/21/2014 1:30:48 PM
Subject: Read New Issue Now: Ultracaps Charging Up



Click Here to Read

Ultracaps Charging Up
Start/stop problems, electrification trend help ultracapacitors win acceptance

Dear Reader,

Inefficiencies and durability questions cropping up with now-proliferating stop/start systems could be opening the door for long-promising, but little applied ultracapacitor technology in the light-vehicle market. Read the full story now.

Plus... be sure to read these features:

- **My Column: Don't Underestimate Steel**
  If you spend much time with folks involved in the new aluminum-intensive Ford F-150, you're likely to come away with a glazed, happy look in your eyes, convinced aluminum is the smartest, most environmentally friendly stuff that could ever be used to make a car or truck.
  READ MORE

- **Valeo's Autonomous Valet to Bow in 2016 -** A driver can get out of the car, push a button on his key fob and the car will go find its parking place. Later, after another button punch, the car comes back to find its driver.
  READ MORE

- **John McElroy's Column: Pickup Truck Wards -** So who has the smartest strategy when it comes to the pickup segment in the U.S. market? Is it Ford with its aluminum F-150, or GM with its midsize trucks? They are taking different approaches to meeting fuel economy regulations. And they're both taking big risks. **READ MORE**

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Light Vehicle Engines - North American Availability and Specifications
presented with MAHLE

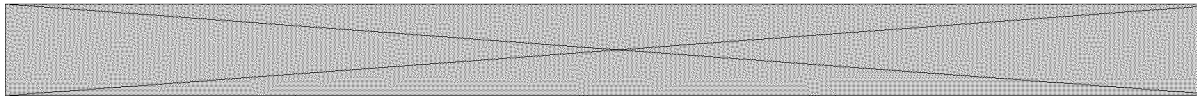
- **Story Behind Ward's 10 Best Engines: VW's I-4 is Modularized Masterpiece -** Read the behind-the-scenes story of the development of Volkswagen's winning EA888 I-4. **READ MORE**

- **New Wheels: Lincoln MKC -** Check out our test drive and photo gallery. **READ MORE**

The technology requires no special software and loads quickly. **Begin reading now.**

Thank you for your continued readership.

Drew Winter
Editor-in-Chief
WardsAuto World

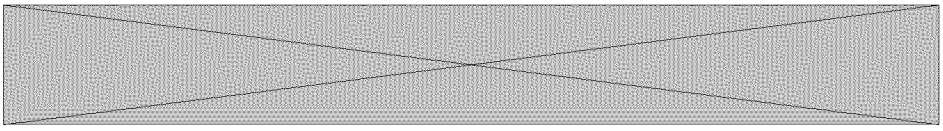


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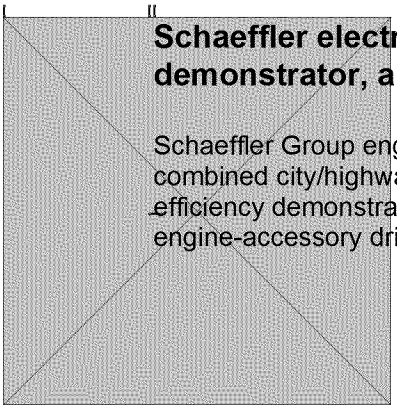
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From: SAE International
Sent: Tue 10/21/2014 2:00:00 PM
Subject: SAE Hybrid & Electric Vehicles Technology eNewsletter October 2014

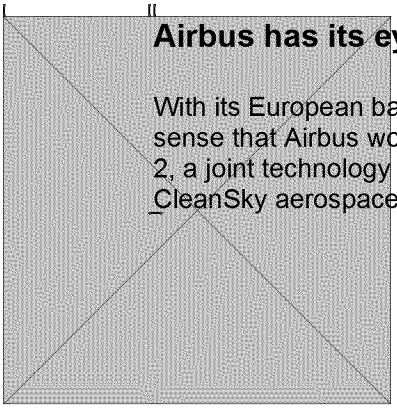


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Schaeffler electrifies its fuel-efficiency demonstrator, aims for 35 mpg combined rating

Schaeffler Group engineers are targeting an 11-mpg gain in combined city/highway fuel efficiency on its Ford Escape fuel-efficiency demonstrator, using 48-V electrification and a novel engine-accessory drive system. Read full story



Airbus has its eye on the future of cleaner flight

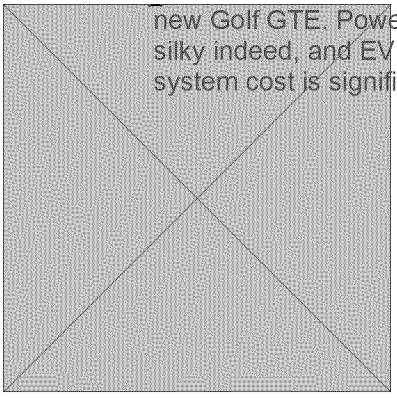
With its European base and global presence, it would only make sense that Airbus would take a leading role in the EU's CleanSky 2, a joint technology initiative that is the follow-up to the CleanSky aerospace research program. Read full story

2015 COOL PARTS CALENDAR

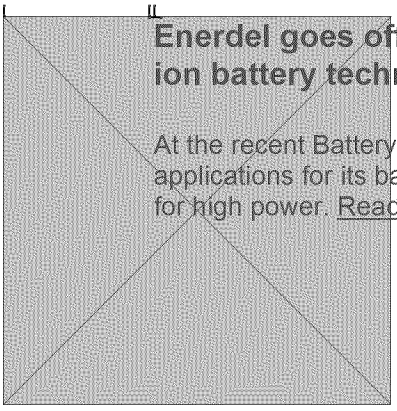
Designed by designers and engineered for engineers, our annual Cool Parts Calendar features the visions of product developers across the nation and around the world. It features monthly contests, industry tradeshow dates, and (of course) those elusive days of the week. Request your calendar today.

2015 VW Golf GTE plug-in hybrid is a smooth operator

Volkswagen spreads its Audi A3 e-tron PHEV powertrain to the

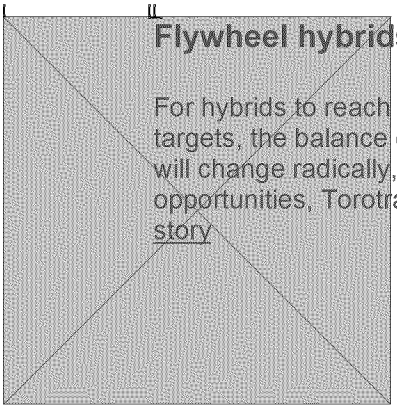


new Golf GTE. Powertrain control from ICE to electric drive is silky indeed, and EV range is worthy of a good city car. But system cost is significant in a VW-badged vehicle. Read full story



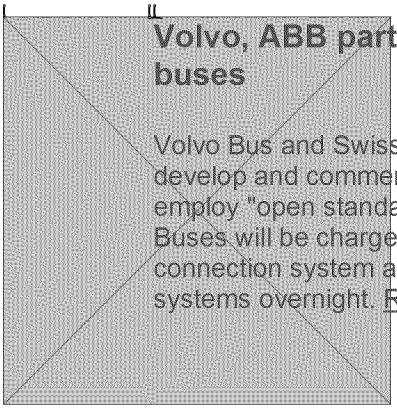
Enerdel goes off-road with its hard-carbon lithium-ion battery technology

At the recent Battery Show in Novi, MI, Enerdel showcased two applications for its battery technologies--one for high energy, one for high power. Read full story



Flywheel hybrids offer new efficiency potential

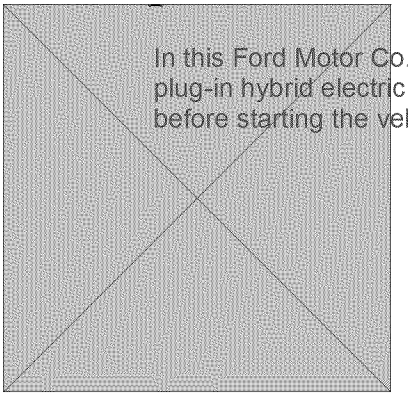
For hybrids to reach future emissions and fuel consumption targets, the balance of power between the ICE and electric motor will change radically, ushering in energy harvesting flywheel opportunities, Torotrak Director Jon Hilton believes. Read full story



Volvo, ABB partner on fast-charging electric buses

Volvo Bus and Swiss technology group ABB are collaborating to develop and commercialize hybrid- and full-electric buses that employ "open standards-based" dc fast-charging systems. Buses will be charged quickly through an automatic roof-top connection system at bus stops, or through cabled charging systems overnight. Read full story

Researching the green zone of plug-in hybrid electric driving



In this Ford Motor Co. research project, the driver instructs a plug-in hybrid electric car when to operate in electric-only mode before starting the vehicle. Read full story

SAE Video Site

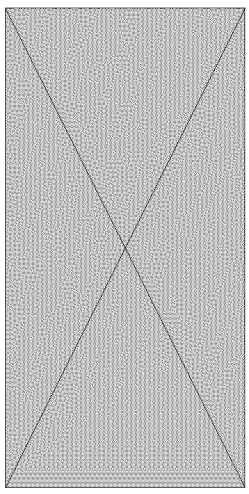
Load, Link, or Look! A video content repository for the mobility engineering community. Visit now at http://video.sae.org/

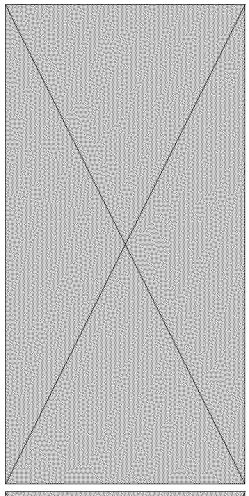
Free On Demand Webcast Showcases EV Battery Development!

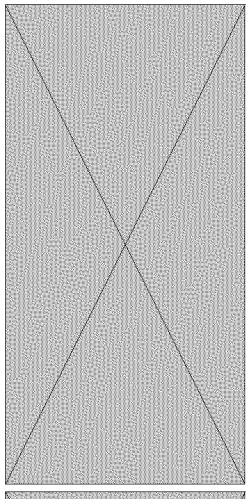
SAE International's latest free webcast spotlighting EV Battery Development via Advanced Simulation is now available on demand. This 60-minute webcast will summarize the technical challenges and showcase the recent progress of this exciting new technology.

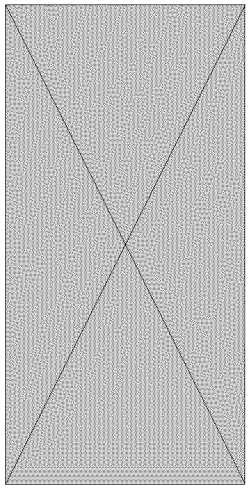
Hybrid/Electric Vehicles Products & Services from SAE International®

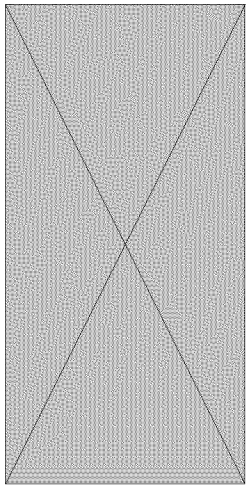
- SAE 2014 Electric Powertrain Technologies Symposium
  November 19, 2014 • Stuttgart, Germany
- Hybrid and Electric Vehicle Engineering Academy
  December 1-5, 2014 • Troy, Michigan, USA
- SAE International Journal of Alternative Powertrains
- Global Technology Library - Electric Vehicle
- Advanced Hybrid Vehicle Powertrains SAE Technical Paper Subscription











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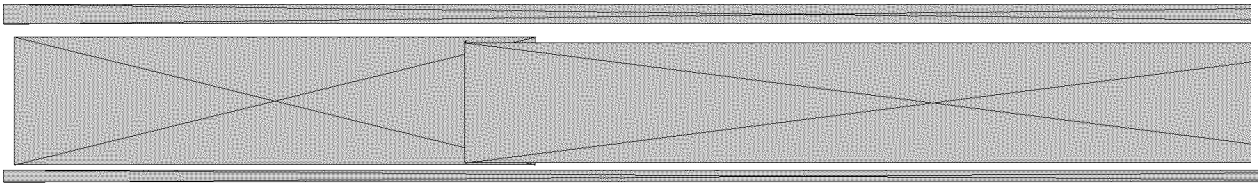
For details on our commitment to your privacy, click here.

2014 SAE Hybrid & Electric Vehicles Technology eNewsletter schedule: January, April, July, October

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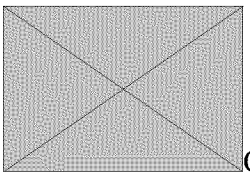
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Motor Magazine
Sent: Tue 10/21/2014 2:16:07 PM
Subject: MOTOR Connected Cars Newsletter

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A MOTOR Magazine Newsletter •
October 20, 2014

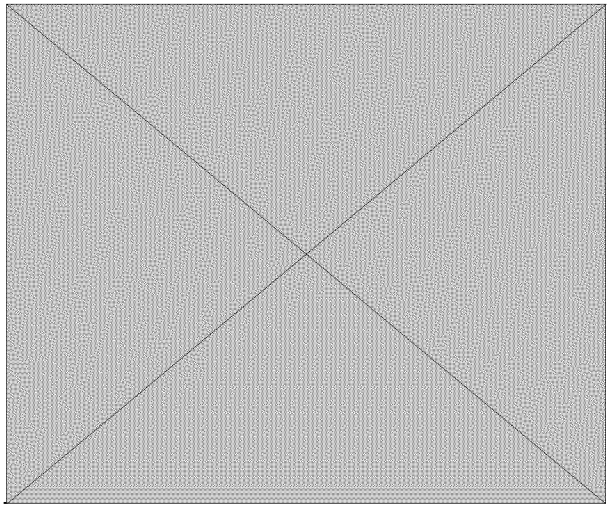
IN-DEPTH: **CONNECTED CARS**



Connectivity Takes the Wheel

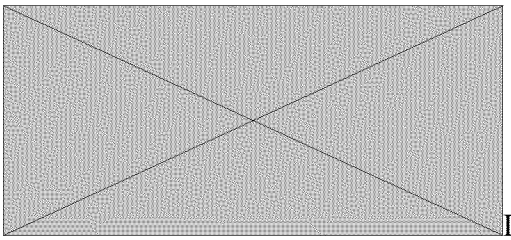
Accelerating Innovation Presents Challenges, Pitfalls and Opportunities

A technology arms race is underway in the automobile industry. Regulatory and marketplace demands (e.g. fuel economy, emissions, connectivity and safety concerns), combined with technological advances employing efficiencies that enable new features to be incorporated into vehicles at a reduced cost, are heralding a new golden age of accelerated automotive innovation. Of note, advances in powertrains, lightweight materials, assisted driving, and active safety are leading the charge. But, in addition, it is the emergence of telematics and connectivity that have forged to the front of these enablers. So what are the implications for automakers and the aftermarket? ... **More**



MOTOR'S **MULTIMEDIA MOMENT**

What is an Intelligent Transportation System?



Delphi Automoti has partnered with University of Michigan's Transportation Research Institute, ARADA Systems and Mobile Data Holdings to develop a Vehicle-to-Infrastructure (V2I or V2X) demonstration, a key stepping stone toward intelligent transportation systems. This video demonstration will explain driver insights to their surroundings through vehicle connectivity, includi communicating specifics about area buildings and businesses, pedestrian detection, and information regarding available parking and other convenient details (Video — Delphi Automotive)

SERVICE **SLANTS**

Mazda reports that some 2004-08 B-Series pickups *with the manual transmission may emit a squeaking sound when depressing or releasing the clutch pedal* ... ***More >>>***

Some 2009 Ford Escape and Mercury Mariner midsize SUV *owners may complain of a clicking or rubbing sound from the left front wheel* ... ***More >>>***

Owners of 2006 Isuzu i-280 and i-350 and 2007-08 i-290 and i-370 trucks *may come into your shop with a complaint of a wind-type sound or high-pitched whistle* ... ***More >>>***

Some 2005-10 conventional gasoline-powered Mazda Tribute SUVs and 2008-10 Tribute hybrid models *may emit a click or pop from the front end when going over bumps* ... ***More >>>***

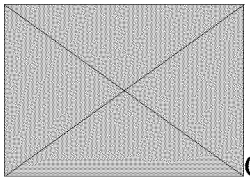
Some 2004-07 Ford cars and light trucks *may suffer from a host of driveability problems, including hesitation low idle, starting difficulties and others* ... ***More >>>***

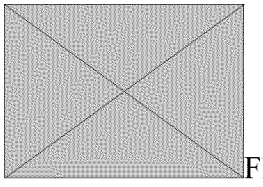
Owners of 2007-10 Mazda CX-9 SUVs *may complain that the front or rear blower motor continues to run after the ignition key is switched off* ... ***More >>>***

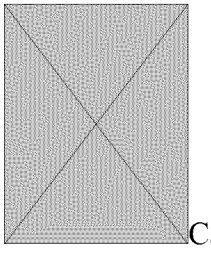
Some 2011-13 Ford, Mercury and Lincoln cars and light trucks *with the 3.5L direct-injected, turbocharged engine and AWD system may produce a fluid leak from the rear differential* ... ***More >>>***

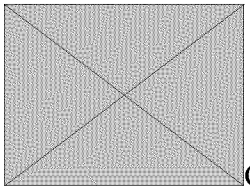
Subaru reports that some 2008-12 Legacy, Outback and Tribeca models *engine may suffer from a head gasket oil seepage issue at the block sealing surface of the left-side (bank 2) cylinder head* ... ***More >>>***

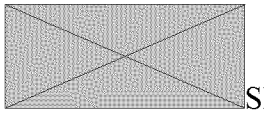
RELATED PRODUCTS

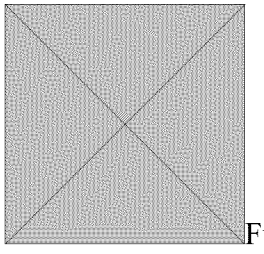

Car Care Guide
The redesigned Car Care Guide, provides data to help your customers be more car care aware … **Car Care Council**

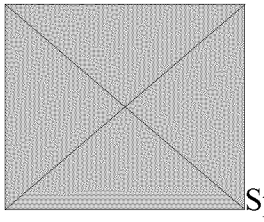

Fluid Diagnostics
These new lubricants test report cards cover BMW, Mini, Mercedes, Audi, Porsche, Range Rover and Volkswagen models … **Fluid Rx Diagnostics**

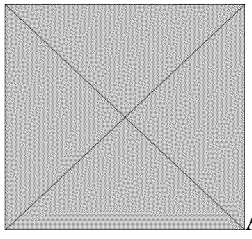

Catalog
This new trilingual Cabin Air Filter catalog iincludes installation instructions for domestic and import vehicles, as well as heavy duty applications ... **ATP Automotive**


Gaskets
Fel-Pro Gaskets has introduced three new PermaTorque multi-layer-steel head gasket sets for a variety of popular

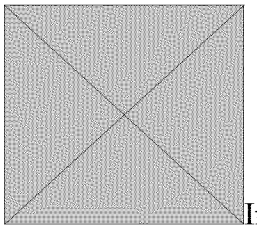

SEMA Education
The 2014 Sema Show Education Days will feature more than 60 sessions in 12 different tracks for attending shop owners and technicians … **SEMA Show**


Fuel Pump Assembly Kits
New fuel pump hanger/sender assembly kits include OE pump, fuel and vapor pipes, valves, level sensor and OE connections … **Delphi Auto Parts**

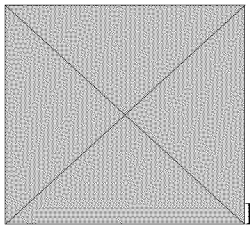

Spark Plug Rebate
The ACDelco “Put a Spark in Your Business” rebate program continues through the end of 2014. Details here ... **ACDelco**


Air Compressors
New Airtower packaged compressed air systems feature a

Subaru 2.5L engines. ... **Federal Mogul Motorparts**


Infrared Thermometer
This Infrared Thermometer uses laser targeting to provide quick, accurate temperature measurements over a range from -7°F to 1,022°F (-60°C to 550°C) … **Mastercool Inc.**

Sigma rotary screw compressor, refrigerated air dryer, and drain … **Kaeser Compressors Inc.**

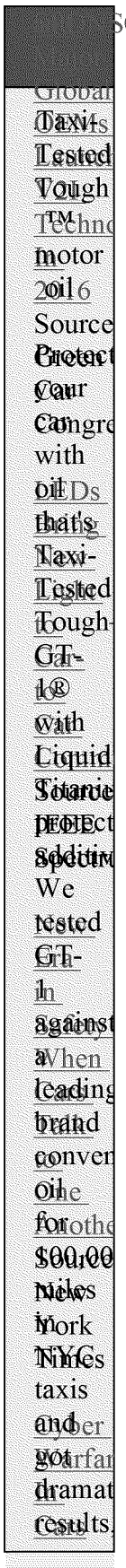

Ethanol Stabilizer
New Penray Plus Ethanol Stabilizer incorporates a special solvent and antioxidant to prevent ethanol and gasoline from separating inside a vehicle's fuel tank ... **The Penray Companies Inc.**

INDUSTRY NEWS

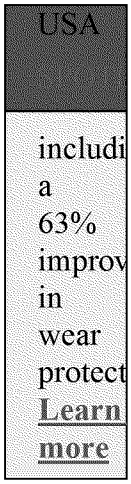
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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: McCauley,Steve [NCR]
Sent: Tue 10/21/2014 3:09:09 PM
Subject: Re: Hey Chris, can you give me a call when you have a chance. Not urgent. Steve

Oh, and also Volkswagen is here too. Its war.

----- Original Message -----
From: McCauley,Steve [NCR]
Sent: Tuesday, October 21, 2014 09:37 AM
To: 'Grundler, Christopher' <grundler.christopher@epa.gov>
Subject: RE: Hey Chris, can you give me a call when you have a chance. Not urgent. Steve

No worries Chris, am in the office until mid afternoon than I will be busy with Porsche. A senior delegation has arrived from Germany, its seems they have issues. Steve

-----Original Message-----
From: Grundler, Christopher [mailto:grundler.christopher@epa.gov]
Sent: October 20, 2014 9:59 PM
To: McCauley,Steve [NCR]
Subject: Re: Hey Chris, can you give me a call when you have a chance. Not urgent. Steve

Sorry Steve. In Chicago today with EMA and on airplanes. Will ring you tomorrow

Christopher Grundler, Director
Office of Transportation and Air Quality U.S. Environmental Protection Agency
202.564.1682 (DC)
734.214.4207 (Ann Arbor)
www.epa.gov/otaq
Original Message
From: McCauley,Steve [NCR]
Sent: Monday, October 20, 2014 10:21 AM
To: Grundler, Christopher
Subject: Hey Chris, can you give me a call when you have a chance. Not urgent. Steve

To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Tue 10/21/2014 4:03:37 PM
Subject: e-Golf Class Leader

Hi Dave,

I just missed your call. Yes, could you send me something to confirm that the 2015 e-Golf is in the top ten and best in the Compact class. I did not get anything from Rob.

Also, yesterday morning I sent you mail regarding the use of the acronym for the MPG versus MPGe for the range classes. If you don't understand my rambling text then please call me.

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Thomas, Richard (EEO)[Richard.Thomas@vw.com]
Cc: French, Roberts[french.roberts@epa.gov]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Good, David
Sent: Tue 10/21/2014 5:31:44 PM
Subject: RE: 2015 Volkswagen e-Golf

Richard,

As of today (10/21/2014, The MPGE of VW eGolf is in the top five 2015 vehicles and is the best in the Compact car class.

We don't expect this to change for the EPA press release (tentatively scheduled for the first week in November), but I can't make any guarantees (that it won't change).

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Friday, October 17, 2014 9:51 AM
To: Good, David
Cc: French, Roberts; Kata, Leonard (EEO)
Subject: 2015 Volkswagen e-Golf
Importance: High

Hello Dave;

Would you be able to confirm that our 2015 Volkswagen e-Golf battery electric vehicle model is the best in the 2015 EPA Compact Class? I understand that it is also within the top five overall, or maybe within the top ten overall fuel economy leaders.

Your prompt response would be appreciated.

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Good, David[good.david@epa.gov]
From: Kata, Leonard (EEO)
Sent: Tue 10/21/2014 5:31:52 PM
Subject: Automatic reply: 2015 Volkswagen e-Golf

I am currently away until Thursday, October 30, 2014. I will be checking my e-mail, but response times may be slow.

Leonard W. Kata, Senior Manager

Emission Regulations and Certification

To: Belser, Evan[Belser.Evan@epa.gov]; Alexander, David[Alexander.David@epa.gov]
From: Kaul, Meetu
Sent: Tue 10/21/2014 5:48:31 PM
Subject: Defeat device/competition use materials

Guidance on competition use only that came out when the nonroad regs came out:

http://www.epa.gov/nonroad/2002/f02045.pdf

Dear Manufacturer letters related to AECDs:

http://www.epa.gov/otaq/cert/dearmfr/vpcd9813.pdf

Ms.Meetu Kaul, Attorney-Advisor
United States Environmental Protection Agency
Office of Civil Enforcement - Air Enforcement Division
WJC South, Room 1117B
1200 Pennsylvania Ave., N.W. (MC 2242A)
Washington D.C. 20460 (Courier 20004)
Direct: 202-564-5472
Fax: 202-564-0069
Email: kaul.meetu@epa.gov

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Simon, Karl
Sent: Tue 10/21/2014 7:37:43 PM
Subject: Re: Invitation & Agenda: NextSTEPS Symposium and Board Meeting, Dec. 11-12, UC Davis

Going to be a busy and full week. Closing the loop with the UC Davis team about the process of our commitment. Will set up some time to talk in a little.more detail.

Driving Innovation in Clean Transportation.

[redacted]

Christopher Grundler, Director
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
202.564.1682 (DC)
734.214.4207 (Ann Arbor)
www.epa.gov/otaq

[redacted]

Dear Chris,

We are excited to invite you to attend and give the opening keynote at our **NextSTEPS Fall Symposium and Advisory Board Meeting on December 11 and 12 at UC Davis**. I understand that this invitation was made when my colleagues visited you in DC and that you will already be on the west coast during this time? I will follow up with you via phone to confirm.

During these events we will present and discuss the final *NextSTEPS 2011-2014 Program* results and the proposed research agenda for our new *STEPS 2015-2018 Program: Understanding Critical Transition Dynamics for Sustainable Transportation*. The draft agenda and the STEPS 2015-2018 Program Concept are attached. We have already begun reaching out and receiving good feedback on the new program concept from many of you. If you have questions or comments for us on either the agenda or new program, please let us know.

Please Register Here for these events. (If you cannot access this registration link, email Beth Bourne, bybourne@ucdavis.edu.)

We are using a larger, more comfortable facility for this event and can accommodate up to 5 representatives from each sponsoring organization (and up to 2 representatives from outside expert organizations). As this is our wrap up event for the NextSTEPS program, we hope to have the best turnout and discussion of research results to date.

For the advisory board meeting on the afternoon of Friday, Dec. 12, we aim to have a more intimate discussion with board members and primary contacts from each sponsoring organization; as such, please limit participation to up to 3 representatives from your sponsoring organization.

A list of advisory board members and primary contacts from sponsoring organizations is below; please coordinate your attendance with these contacts listed.

We look forward to seeing you in December.

Best regards,

Joan Ogden, Lew Fulton, Dan Sperling, and Paul Gruber

NextSTEPS Advisory Board Members & Primary Contacts:

**Board member/interim board member*

Organization	First	Last Name	Title	Department/Organization	Email

	Name				
Aramco	Jack	Moore*	Director	Aramco Services Company	jack.moore@aramcose
Aramco	Amy	Bason	Energy Analyst	Aramco Services Company	amy.jordan@aramcose
BMW	Claudia	Kolbinger*	Vice President, Corporate Strategy Alternative Fuels	BMW Group	Claudia.Kolbinger@bn
BMW	Uwe	Higgen*	Head	BMW Technology Office	uwe.higgen@bmw.de
BMW	Simon	Ellgas	Senior Engineer	BMW of North America	simon.ellgas@bmw.de
BMW	Julia	Sohnen	Advanced Technology Engineer	BMW Technology Office	julia.sohnen@bmw.de
BP	Thomas	Briggs*	Head of Transport Energy Policy	BP plc	thomas.briggs@uk.bp.c
BP	Ralph	Moran	Sr. Director, Government and Public Affairs	BP America	moranrj1@bp.com
BP	Robert	Spicer	Senior Advisor, Strategy and Portfolio	BP plc	SpicerRF@bp.com
CA Energy Commission	Janea A.	Scott*	Commissioner		janea.scott@energy.ca.
CA Energy Commission	Jim	McKinney	Program Manager, Alternative and Renewable Fuel and Vehicle Technology Program	FTD	Jim.McKinney@energy
CA Energy Commission	Tim	Olson	Manager, Transportation Energy Office	FTD-TEO	Tim.Olson@energy.ca.
Caltrans	Garth	Hopkins*	Office Chief, Climate Action Program	Division of Transportation Planning (DOTP)	garth.hopkins@dot.ca.g
Caltrans	Patrick	Tyner	Associate Transportation Planner, Office of Planning, Policy and Innovation	DRISI	patrick_tyner@dot.ca.g
CARB	**Ex. 7**				

			Officer	Resources Board	

Ex. 7

Centre for High Technology (CHT)	Mr. B.D.	Ghosh*	Executive Director	Ministry of Petroleum & Natural Gas, Government of India	bdghosh@cht.in
Centre for High Technology (CHT)	Avinash S.	Pathak	Director	Centre for High Technology	aspathak@cht.in
Chevron	Jeffrey	Jacobs*	Vice President Biofuels and Hydrogen Business Unit	Chevron Technology Ventures	jeffrey.jacobs@chevro
Chevron	Jim	Glowniak	Manager, Biofuels Business Analysis & Development	Chevron Technology Ventures	jjgl@chevron.com
Chevron	Philip	Heirigs	Planning Analyst	Chevron Global Downstream LLC	phez@chevron.com
Chrysler	Reg	Modlin*	Director, Regulatory Affairs	Chrysler Group LLC	r.modlin@chrysler.com
Chrysler	Vaughn	Burns	Senior Manager	Chrysler Group LLC	Vrb8@chrysler.com
Chrysler	Michael	Hartrick	Senior Regulatory Engineer	Chrysler Group LLC	mdh25@chrysler.com
Ford	John	Viera*	Director, Sustainability and Vehicle Environmental Matters	Ford Motor Company	jviera@ford.com
Ford	Tim	Wallington	Technical Leader, Sustainability Science Research Group	Research and Advanced Engineering	twalling@ford.com
GM	Britta	Gross*	Director, Global Energy Systems and Infrastructure Commercialization	Public Policy	britta.gross@gm.com
GM	Mike	Harpster	Director, Propulsion Systems Research Lab	R&D	michael.o.harpster@gn
GM	Ian	Sutherland	Senior Researcher	Global Energy Systems, R&D	ian.sutherland@gm.co

Honda	Robert	Bienenfeld*	Assistant Vice President	American Honda Motor Co., Inc.	robert_bienenfeld@ahr
Honda	Jeff	Jetter*	Principal Chemist Energy and Environmental Research	Honda R&D Americas, Inc.	Jjetter@hra.com
Honda	Ryan	Harty	Manager, Environmental Business Development	American Honda Motor Co., Inc	ryan_harty@ahm.hond
Renault	Serge	Passolunghi*	Director	Renault Innovation Silicon Valley	serge.passolunghi@ren
Renault	Phillipe	Schulz*	Strategic Plan – Expert Leader Energy & Environment	Department of Research, Advanced Engineering, Materials	philippe.schulz@renau
Renault	Frederic	Canal	General Manager	Research & Adv.Eng / E-Mobility Research	frederic.canal@renault
Renault	Serge	Matynia	Projects Manager	Renault Innovation Silicon Valley	serge.matynia@renault
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SCAQMD	Lisa	Mirisola	Program Supervisor	Science & Technology Advancement	lmirisola@aqmd.gov
San Diego Gas & Electric (a Sempra utility)	Joel	Pointon*	Electric Transportation Manager	San Diego Gas & Electric	JPointon@semprautilit
Southern California Gas Company/San Diego Gas & Electric (a Sempra utility)	Jeff	Reed*	Director, Business Strategy and Development	Southern California Gas Company/San Diego Gas & Electric	jgreed@semprautilities
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Shell	Niel	Golightly*	Director	Sustainable Business Strategies	Niel.golightly@shell.c
Shell	Xavier	Riera-Palou	Principal	Retail Fuels	xavier.riera-

			Technologist		palou@shell.com
Shell	Theodore	Rolfvondenbaumen III	Communications Advisor	Shell Oil Company	ted.rolfvondenbaumen(
Sinopec	Chaomei	Chen*	International Cooperation Division Science & Technology Development Dept.	China Petroleum & Chemical Corporation	chencm@sinopec.com
Sinopec	Ni	Bei	Deputy Director, SINOPEC RIPP	Oil Production Evaluation	Nibei.ripp@sinopec.co
Sinopec	Jing	Wang	Project Manager, SINOPEC RIPP		wangj.ripp@sinopec.cc
Sinopec	Jianrong	Zhang	Profesor, Deputy Chief Engineer, SINOPEC RIPP		zhangjr.ripp@sinopec.(
Toyota	Ken	Laberteaux*	Senior Principal Research Scientist	TEMA	ken.laberteaux@tema.t
Toyota	Michael	Lord*	Senior Principal Engineer, Vehicle Regulation & Certification Engineering	Toyota Technical Center, TEMA	michael.lord@tema.toy
Toyota	Robert	Wimmer	National Manager Technical & Regulatory Affairs, Environment	Energy & Environmental Research	rwimmer@tma.toyota.(
US DOE	Fred	Joseck*	General Engineer	Office of Hydrogen and Fuel Cells, EERE	fred.joseck@ee.doe.gov
US DOE	Thomas	Benjamin	Electrochemical Technology Program, Chemical Engineering Division	Argonne National Laboratory	benjamin@anl.gov
US DOT	Shawn	Johnson	Program Analyst	Office of Research, Development and Technology	shawn.johnson@dot.gc
US DOT	Kevin	Womack	Associate Administrator	RITA	kevin.womack@dot.go
Volkswagen	Frank	Seyfried*	Head of Department	Powertrain Energy	frank.seyfried@volksw
Volkswagen	Joerg	Launer	Advanced Powertrain	VOLKSWAGEN Group of America,	Joerg.Launer@vw.com

			Project Engineer, US Advanced Powertrain Research Program	Inc.	
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Paul W. Gruber

Executive Director

NextSTEPS (Sustainable Transportation Energy Pathways)

Institute of Transportation Studies

University of California, Davis

www.steps.ucdavis.edu

office: (530) 752-1934

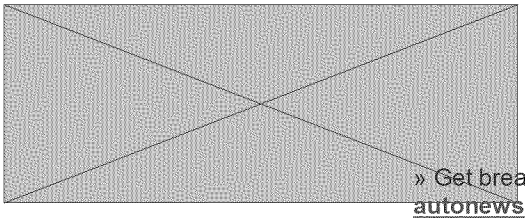
mobile: (703) 772-4053

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Tue 10/21/2014 8:49:21 PM
Subject: DAILY: Toyota-Honda airbag crisis deepens | NHTSA website search function crashes | Toyota ordered to pay $12.5M verdict | Ford cuts Focus Electric price by $6,000

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October 21, 2014



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UPDATED: 10/21/14 4:25 pm ET - adds lawyer comment
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A California jury ordered Toyota to pay $12.5 million for being responsible for debilitating lap-only seat belt injuries in a 2010 crash. ... » READ

Ford cuts Focus Electric price by $6,000

3:23 pm U.S. ET | Oct 21

Ford slashed the price of the Focus Electric by $6,000 to $29,995, including shipping. The price reduction will remain in effect for all 2014 models and will continue when 2015 models are introduced. ... » READ

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3:05 pm U.S. ET | Oct 21

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Mich. blocks Tesla's sales model by plugging loophole

2:19 pm U.S. ET | Oct 21

Michigan Governor Rick Snyder signed a bill today that effectively bars Tesla Motors' direct-sales model in the state. ... » READ

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Viral video rankings for week of 10/21/14

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» January 22 - Automotive News Retail Forum

Tesla courted suppliers in bid to stop bill banning direct sales in Mich.

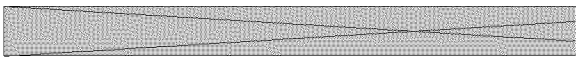
UPDATED: 10/21/14 2:06 pm ET -- adds bill signed

6:22 pm U.S. ET | Oct 20

UPCOMING WEBINARS

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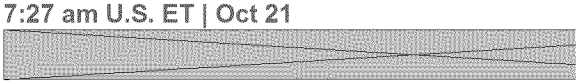
» Oct. 28 - A Tale of Two Reviews by DealerRater



Asbury raises its acquisition target

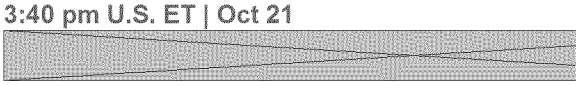
UPDATED: 10/21/14 4:20 pm ET -- new story

7:27 am U.S. ET | Oct 21



Sonic pushes back rollout of customer-experience program

3:40 pm U.S. ET | Oct 21



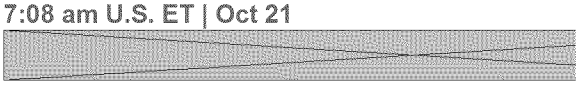
Takata hit with 2 more airbag lawsuits

11:54 am U.S. ET | Oct 21



Takata, wrestling with airbag recall, sees shares take 23% plunge

7:08 am U.S. ET | Oct 21



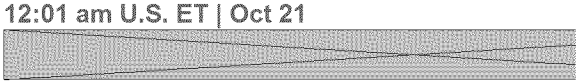
Daimler will shift some Sprinter production to N.A. from Germany

11:51 am U.S. ET | Oct 21



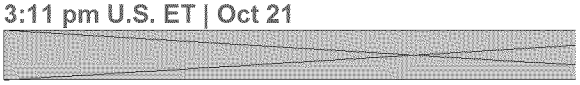
Nissan's 2016 Maxima drives back to roots

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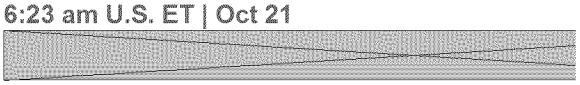
Ford to close climate control plant, lay off 257 workers

3:11 pm U.S. ET | Oct 21



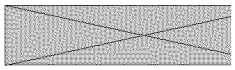
China's 'aggressive' EV ambitions to drive demand for aluminum

6:23 am U.S. ET | Oct 21

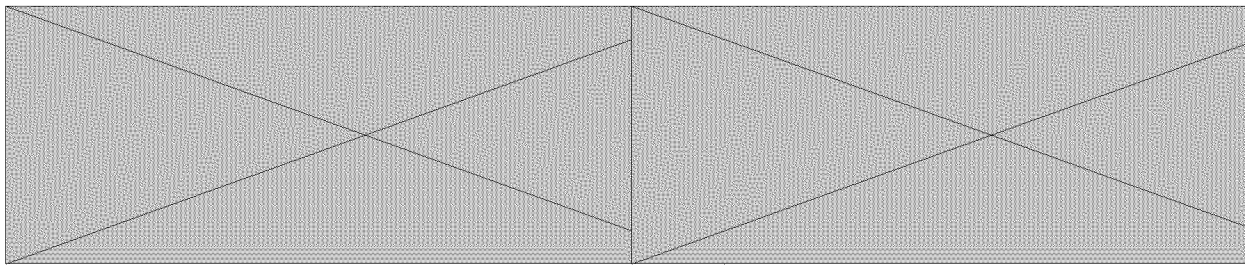


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To: Kaul, Meetu[Kaul.Meetu@epa.gov]; Alexander, David[Alexander.David@epa.gov]
From: Belser, Evan
Sent: Tue 10/21/2014 9:04:23 PM
Subject: RE: Defeat device/competition use materials

Perfect. Thanks Meetu.

From: Kaul, Meetu
Sent: Tuesday, October 21, 2014 1:49 PM
To: Belser, Evan; Alexander, David
Subject: Defeat device/competition use materials

Guidance on competition use only that came out when the nonroad regs came out:

http://www.epa.gov/nonroad/2002/f02045.pdf

Dear Manufacturer letters related to AECDs:

http://www.epa.gov/otaq/cert/dearmfr/vpcd9813.pdf

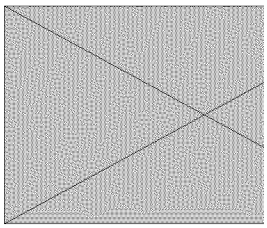
Ms.Meetu Kaul, Attorney-Advisor
United States Environmental Protection Agency
Office of Civil Enforcement - Air Enforcement Division
WJC South, Room 1117B
1200 Pennsylvania Ave., N.W. (MC 2242A)
Washington D.C. 20460 (Courier 20004)
Direct: 202-564-5472
Fax: 202-564-0069
Email: kaul.meetu@epa.gov

To: Wright, DavidA[Wright.DavidA@epa.gov]
From: WardsAuto Dealer Edition
Sent: Wed 10/22/2014 6:58:21 PM
Subject: Pickup Truck War Goes Nuclear

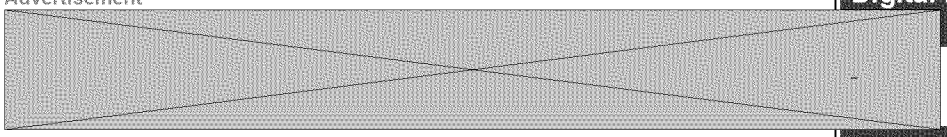
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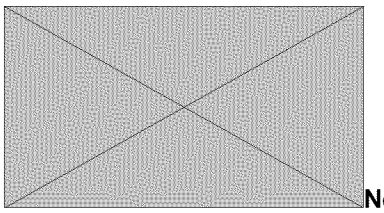
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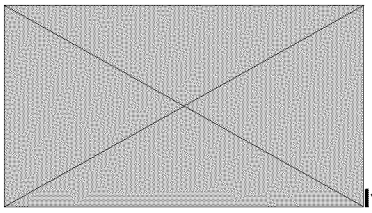
Guys Like Haggling, But Do They Get Deals?



New study cites the differences between genders while shopping for vehicles.

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Pickup Truck War Goes Nuclear



It's getting hot out there as segment competition intensifies.

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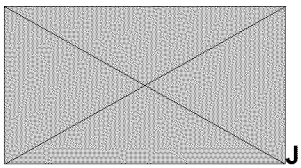
Serial Cadillac Buyer Miffed at Brand

This white paper details how to anticipate and mitigate the risks of potential supply chain disruptions. Using five out-of-the-ordinary scenarios, it describes what can be done to prepare for disruptions and how to mitigate their effects after the event.

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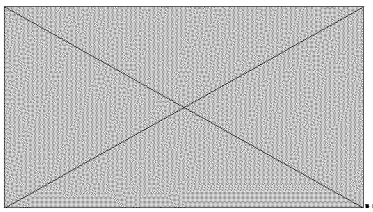
Bringing new vehicles to market has never been more challenging. Not only are new vehicles more complex than ever before, but supply chains are stretched, consumers are more demanding and even small delays can cost millions of dollars per model.

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 **Jim Ziegler thinks GM's luxury brand is fixing to cut dealers.**

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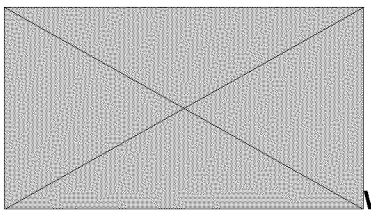
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Michigan Latest State to Ban Direct Tesla Sales

Governor Rick Snyder signs bill that he says "clarifies" existing law.

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 **What makes tomorrow's vehicles attractive to Millennials?**

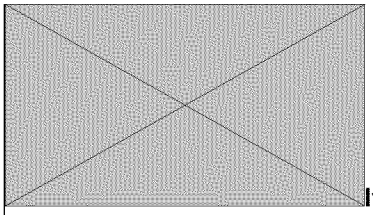
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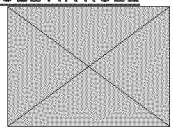
Welcome to 'Virtual Cockpit'

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If ever there was a segment on the skids, it would be midsize pickups.

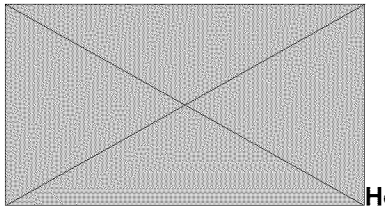
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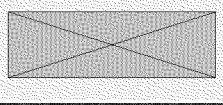
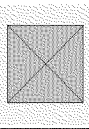
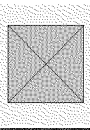
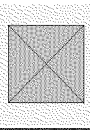
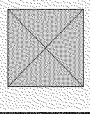
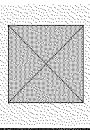
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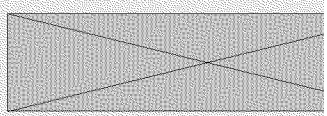
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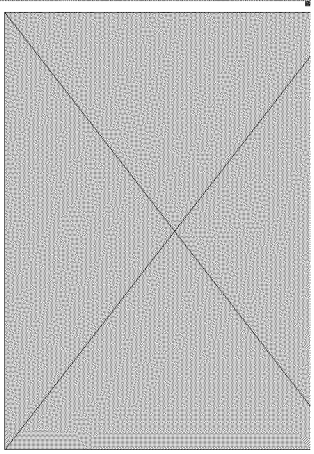
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To: Haber, Matt[Haber.Matt@epa.gov]
From: Kaul, Meetu
Sent: Wed 10/22/2014 8:39:45 PM
Subject: RE: ECA meeting with Coast Guard next Wed.

Not any more. Phill reminded us of EPA rules that said no more than 2 people at a conference. We were debating kicking you off the conference and having me go instead! But then decided JRW and I can spend a bit more time with the R9 folks there that are doing the marine, mobile and defeat device work if we skip the Long Beach trip. So that's the plan!

Ms.Meetu Kaul, Attorney-Advisor
United States Environmental Protection Agency
Office of Civil Enforcement - Air Enforcement Division
WJC South, Room 1117B
1200 Pennsylvania Ave., N.W. (MC 2242A)
Washington D.C. 20460 (Courier 20004)
Direct: 202-564-5472
Fax: 202-564-0069
Email: kaul.meetu@epa.gov

From: Haber, Matt
Sent: Wednesday, October 22, 2014 3:34 PM
To: Kaul, Meetu
Subject: RE: ECA meeting with Coast Guard next Wed.

I thought you were coming down to LA wed?

Matt Haber
Senior Advisor, Air Enforcement Division
Office of Enforcement and Compliance Assurance
Phone 415.947.4154
Fax 415.947.3591

From: Kaul, Meetu
Sent: Wednesday, October 22, 2014 12:29 PM
To: LOWE, DEBBIE
Cc: Haber, Matt

Subject: ECA meeting with Coast Guard next Wed.

Debbie,

I just sent you an invite for an ECA Enforcement meeting we set up with Coast Guard. I'll be out in your offices then and thought it would be great if you and the rest of the folks in R9 that are getting involved in marine could attend. We are trying to work thru some of our road blocks that we've recently encountered with Coast Guard.

Look forward to meeting you in person next week!

Ms.Meetu Kaul, Attorney-Advisor
United States Environmental Protection Agency
Office of Civil Enforcement - Air Enforcement Division
WJC South, Room 1117B
1200 Pennsylvania Ave., N.W. (MC 2242A)
Washington D.C. 20460 (Courier 20004)
Direct: 202-564-5472
Fax: 202-564-0069
Email: kaul.meetu@epa.gov

To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Thur 10/23/2014 2:12:46 PM
Subject: cost to drive 25 miles two screen shots
Ford Focus electric.JPG
Compact side by side.JPG

Hi Dave;

Here are the two views and the different values used for the 2014 Ford for the cost to drive 25 miles.

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Thur 10/23/2014 2:19:40 PM
Subject: FW: Fuel Economy Guide Website

I guess I sent this almost a week ago, last paragraph is the Ford electric cost per 25 mile issue.

From: Thomas, Richard (EEO)
Sent: Friday, October 17, 2014 11:33 AM
To: 'Good.David@epamail.epa.gov'
Cc: Kata, Leonard (EEO); Schmidt, Oliver (EEO)
Subject: Fuel Economy Guide Website

Hi Dave;

I am having trouble understanding the website values for battery electric vehicles and hope that you could forward my concerns to the contractor that administers the site.

First point is that the site references the average new car, regardless of the actual model year for the model, as 2014 at 23 MPG. We have the new 2015 Volkswagen e-Golf with this reference to 2014 average new car. Our label calculation uses the 2015 average new car, at 24 MPG to make the five year cost savings calculation.

Secondly, the five year cost saving for the label should be the annual fuel cost value times five years minus the five year fuel cost for the average car (for 2015 it is $11,000 for 2014 it is $11,500). Whichever value you choose savings are always five hundred to a thousand dollars short. What value is used, or how is this calculation made?

I also noticed that a competitor model in the compact class has the "cost to drive 25 miles" with two different values depending on whether it is side by side with our model or if it is viewed by looking it up by specific model, a difference of fifteen cents. The side by side value looks better than our model, where the value found under the specific model listing is 15 cents higher, which I believe is the correct value.

If you have any questions or comments please contact me.

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

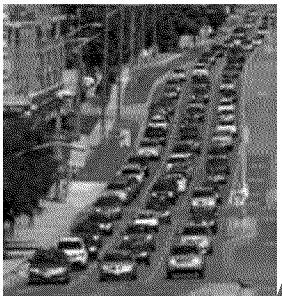
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Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Allnutt, David[Allnutt.David@epa.gov]; Anderson, Lea[anderson.lea@epa.gov]; Anderson, Steve[Anderson.Steve@epa.gov]; Aranda, Amber[aranda.amber@epa.gov]; Averback, Jonathan[Averback.Jonathan@epa.gov]; Belser, Evan[Belser.Evan@epa.gov]; Bianco, Karen[Bianco.Karen@epa.gov]; Bogoshian, Matthew[Bogoshian.Matt@epa.gov]; Branning, Amy[Branning.Amy@epa.gov]; Bunker, Byron[bunker.byron@epa.gov]; Chapman, Apple[Chapman.Apple@epa.gov]; Choi, Jake[Choi.Jake@epa.gov]; Cozad, David[Cozad.David@epa.gov]; Crum, Lynda[Crum.Lynda@epa.gov]; Crystal, Roy[crystal.roy@epa.gov]; Davis, Julian[davis.julian@epa.gov]; Dickinson, David[Dickinson.David@epa.gov]; Dierker, Carl[Dierker.Carl@epa.gov]; Dolph, Becky[Dolph.Becky@epa.gov]; Doster, Brian[Doster.Brian@epa.gov]; Dubey, Susmita[dubey.susmita@epa.gov]; Dubois, Roland[Dubois.Roland@epa.gov]; Embrey, Patricia[Embrey.Patricia@epa.gov]; Frey, Bert[frey.bertram@epa.gov]; Froikin, Sara[Froikin.Sara@epa.gov]; Giles-AA, Cynthia[Giles-AA.Cynthia@epa.gov]; Graham, Cheryl[Graham.Cheryl@epa.gov]; Harrison, Ben[Harrison.Ben@epa.gov]; Hoffman, Howard[hoffman.howard@epa.gov]; Hogan, Stephanie[Hogan.Stephanie@epa.gov]; Holmes, Carol[Holmes.Carol@epa.gov]; Horowitz, Michael[horowitz.michael@epa.gov]; Igoe, Sheila[Igoe.Sheila@epa.gov]; Isales, Lydia[Isales.Lydia@epa.gov]; Jordan, Scott[Jordan.Scott@epa.gov]; Kaplan, Robert[kaplan.robert@epa.gov]; Kataoka, Mark[Kataoka.Mark@epa.gov]; Klepp, Robert[Klepp.Robert@epa.gov]; Knapp, Kristien[Knapp.Kristien@epa.gov]; Lee, Michael[lee.michaelg@epa.gov]; Lovett, Lauren[Lovett.Lauren@epa.gov]; Mackey, Cyndy[Mackey.Cyndy@epa.gov]; Manners, Mary[manners.mary@epa.gov]; Marks, Matthew[Marks.Matthew@epa.gov]; Matthews, Julie[Matthews.Juliane@epa.gov]; McConkey, Diane[Mcconkey.Diane@epa.gov]; Mclean, Kevin[Mclean.Kevin@epa.gov]; Moore, Bruce[Moore.Bruce@epa.gov]; Morgan, Jeanette[Morgan.Jeanette@epa.gov]; Moyer, Robert[Moyer.Robert@epa.gov]; Mulkey, Marcia[Mulkey.Marcia@epa.gov]; Muller, Sheldon[Muller.Sheldon@epa.gov]; Murray, Suzanne[Murray.Suzanne@epa.gov]; Niebling, William[Niebling.William@epa.gov]; Nguyen, Quoc[Nguyen.Quoc@epa.gov]; Adair, Jocelyn[Adair.Jocelyn@epa.gov]; Okoye, Winifred[Okoye.Winifred@epa.gov]; Orlin, David[Orlin.David@epa.gov]; Pastorkovich, Anne-Marie[Pastorkovich.Anne-Marie@epa.gov]; Rodman, Sonja[Rodman.Sonja@epa.gov]; Rowland, John[Rowland.John@epa.gov]; Schaaf, Eric[Schaaf.Eric@epa.gov]; Schmidt, Lorie[Schmidt.Lorie@epa.gov]; Senn, John[Senn.John@epa.gov]; Shenkman, Ethan[Shenkman.Ethan@epa.gov]; Silverman, Steven[silverman.steven@epa.gov]; Smith, Kristi[Smith.Kristi@epa.gov]; Snyder, Doug[Snyder.Doug@epa.gov]; Srinivasan, Gautam[Srinivasan.Gautam@epa.gov]; Stahle, Susan[Stahle.Susan@epa.gov]; Starfield, Lawrence[Starfield.Lawrence@epa.gov]; Stern, Allyn[Stern.Allyn@epa.gov]; Tate, Ragan[Tate.Ragan@epa.gov]; Thrift, Mike[thrift.mike@epa.gov]; Tierney, Jan[tierney.jan@epa.gov]; Ting, Kaytrue[Ting.Kaytrue@epa.gov]; Tsirigotis, Peter[Tsirigotis.Peter@epa.gov]; Versace, Paul[Versace.Paul@epa.gov]; Vetter, Rick[Vetter.Rick@epa.gov]; Walker, Mike[Walker.Mike@epa.gov]; Ward, W. Robert[Ward.Robert@epa.gov]; Wilcox, Geoffrey[wilcox.geoffrey@epa.gov]; Williams, Brent[Williams.Brent@epa.gov]; Williams, Melina[Williams.Melina@epa.gov]; Williamson, Timothy[Williamson.Tim@epa.gov]; Zenick, Elliott[Zenick.Elliott@epa.gov]; Wills, Jennifer[Wills.Jennifer@epa.gov]; Conger, Nick[Conger.Nick@epa.gov]; Blake, Wendy[Blake.Wendy@epa.gov]; Schramm, Daniel[Schramm.Daniel@epa.gov]; Vergeront, Julie[Vergeront.Julie@epa.gov]; Tozzi, Lauren[Tozzi.Lauren@epa.gov]; Coursen, David[Coursen.David@epa.gov]; Pilchen, Zach[Pilchen.Zach@epa.gov]; Skinner-Thompson, Jonathan[Skinner-Thompson.Jonathan@epa.gov]; Vijayan, Abi[Vijayan.Abi@epa.gov]; Roder, Aileen[Roder.Aileen@epa.gov]
From: Turley, Jennifer
Sent: Thur 10/23/2014 3:27:43 PM
Subject: Air & Radiation Law News for October 23, 2014



Air & Radiation Law News

for October 23, 2014

Bloomberg BNA Daily Environment Report™

Air Pollution

Court Sides With EPA Approval of Three States' Cap-and-Trade Regional Haze Plans

A federal appeals court has upheld the Environmental Protection Agency's decision allowing three Western states to adopt a regional cap-and-trade program to reduce regional haze, rejecting challenges filed by environmental groups...

Climate Change

Climate Envoys Seek Stronger Warning On Dangers in Key United Nations Report

The U.S. and European Union are pushing for a stronger explanation about the dangers of climate change and the consequences of failing to stem fossil fuel emissions in the United Nation's most extensive report on global warming....

Climate Change

Insurers Not Prepared for Risks Posed by Changing Climate, Ceres Analysis Says

Insurance companies show a "profound lack of preparedness" for addressing the risks climate change poses to their business, according to an analysis released Oct. 22 by sustainability advocacy group Ceres....

Climate Regulation

Energy Department Looks to Reduce Pipeline Methane Leaks Through Research, Regulation

The Energy Department wants to play an active role in accelerating the pipeline industry's methane leak reductions through research and, potentially, regulation, a senior Energy Department official said Oct. 22....

Climate Regulation

EPA Seeks Remand of Greenhouse Gas Permitting Rule From D.C. Circuit

The Environmental Protection Agency believes it can continue to apply greenhouse gas permitting requirements to large industrial sources under its existing tailoring rule and urged federal appellate judges not to vacate the regulation...

Climate Regulation

Pennsylvania Lawmakers Give Themselves Veto Power Over State Clean Power Plan

A bill (H.B. 2354) signed by Pennsylvania Gov. Tom Corbett (R) Oct. 22 adds a new layer of legislative oversight to the process of developing the state plan for meeting the Environmental Protection Agency's proposed carbon dioxide standards...

Congress

Republican Senate Would Pass House Energy Permitting Bills, Rep. McCarthy Says

A Republican-controlled Senate would likely approve House-passed bills to eliminate the need for presidential permits for cross-border energy projects like the Keystone XL pipeline and establish deadlines for federal agencies to approve...

Elections

Candidates Clash on Energy, Climate Issues At Heated New Hampshire Senate Debate

Incumbent Sen. Jeanne Shaheen (D) and Republican challenger Scott Brown clashed sharply on energy and climate change issues during their first debate Oct. 21 in New Hampshire's closely watched Senate contest. ...

Elections

Florida Amendment Would Designate Conservation Funding for 20 Years

Florida voters will decide Nov. 4 on a proposed state constitutional amendment to designate a third of the real estate document taxes collected for water and land conservation spending—amounting to about $650 million or just under...

Energy Efficiency

Massachusetts Ranked Most Energy Efficient

Massachusetts ranked as the most energy-efficient state for the fourth year in a row, according to a report by the nonprofit American Council for an Energy-Efficient Economy (ACEEE). The group also said in its State Energy Efficiency Scorecard...

Energy

Energy-Related Carbon Dioxide Emissions Increased 2.5 percent in 2013, EIA Says

U.S. energy-related carbon dioxide emissions increased 2.5 percent in 2013, as a result of colder weather, which led to an increase in residential and commercial energy demand for heating, the U.S. Energy Information Administration said....

Energy

New York Announces First Clean Energy Projects Funded Under New 'Green Bank'

New York Gov. Andrew M. Cuomo (D) announced the first programs that will be funded under the state's new "green bank" Oct. 22, providing $800 million in public and private funding over several years....

Energy

Stephen Burns Considered Possible Successor to NRC Chairman Macfarlane

Stephen Burns, a former general counsel at the Nuclear Regulatory Commission, is the apparent frontrunner to take over as NRC chairman following the surprise decision by Allison Macfarlane to leave the commission, according to a number of...

Hazmat Transport

FAA Fines Chinese Shipper Over Hazardous Liquids

The Federal Aviation Administration has proposed to fine a Chinese company $227,500 for improperly shipping a package containing a bottle of poisonous corrosive material and two bottles of a hazardous flammable liquid, the agency announced...

Hazmat Transport

Lawsuit Prompts California Distributor To Stop Unloading Crude From Railcars

A lawsuit filed by environmental advocates in September has led to an agreement with Interstate Oil Co. to stop unloading crude oil from railcars at its terminal in McClellan Park, Calif., early next month (Sierra Club v. Sacramento Metro....

Insurance

Damage From Fly Ash Spread at Golf Course Not Covered by Developer's Insurance Policy

Pollution exclusions absolve two insurers of having to pay defense costs in suits brought by over 400 plaintiffs alleging personal injury and property damage from the development of a golf course, the U.S. Court of Appeals for the Tenth Circuit held...

International Climate

Discussion of 2015 National Contributions Dominate Third Day of Bonn Climate Talks

The main negotiating track at the Bonn Climate Change Conference Oct. 22 focused on the arduous topic of how countries' voluntary "contributions" should be included in the global agreement to be finalized next year....

International Climate

EU Standing as Climate Leader Hinges on Plan Setting 2030 Emissions Target: Diplomat

European Council approval this week of 2030 targets to cut greenhouse gas emissions—considered likely but not a done deal—would give the bloc bragging rights as the first major player to offer cuts toward a 2015 global climate...

International Climate

Peru May Inject Cash Into Climate Fund To Spur Coming UN-Mandated Lima Talks

Peru, which will host this year's biggest climate summit, may pledge money for a United Nations fund to inject fresh momentum into international negotiations....

International Issues

European Parliament Confirms New EU Environment, Climate Commissioners

Members of the European Parliament Oct. 22 voted 423-209 with 67 abstentions to approve the new European Commissioners, or top officials who will propose and monitor the implementation of European Union legislation through 2019....

Natural Gas

British Columbia Bills Set Tax Rates, Emissions Benchmarks for LNG Industry

British Columbia's government has introduced legislation detailing emissions and tax frameworks the province's nascent liquefied natural gas industry has been awaiting in order to make investment decisions....

Natural Gas

FERC Urged Not to Stay Cove Point Decision

Dominion Resources told the Federal Energy Regulatory Commission it has every reason to stand by its approval of construction of a natural gas export terminal in Maryland and should reject environmental groups' petition for a stay of...

Renewable Energy

China Cuts Offshore Wind Outlook In First Miss of Renewable Energy Goal

China slashed its forecasts for offshore wind power by 60 percent, an acknowledgment that installations are being held up by the cost and complexity of the technology....

Renewable Energy

Japan Explores Ways to Increase Renewable Energy Overall, While Curbing Solar Reliance

Japan is exploring ways to increase the country's renewable energy projects overall while curbing the purchase of solar power, but its options may be limited. ...

Vehicle Fuels

Citizens Group Sues EPA Over Documents About Renewable Fuel Standard Meetings

A citizens group sued the Environmental Protection Agency after it failed to provide additional documents about meetings with petroleum companies about the 2014 renewable fuel standard (Citizens for Responsibility and Ethics in Washington...

BNA INSIGHTS

Clean Air Act: New Developments That Are Redefining the Enforcement Landscape

In its own strategic plan, the Environmental Protection Agency anticipates a decline of more than 30

percent in federal inspections and evaluations during the next five years and also expects to bring 40 percent fewer civil judicial and administrative...



Inside EPA **Weekly Report**, 10/24/2014

http://insideepa.com/newsletters/inside-epa

Latest News

10th Circuit Boosts States' Authority To Use SO2 Trading In Haze Air Plans

The U.S. Court of Appeals for the 10th Circuit has rejected environmentalists' suit challenging EPA's approval of several western states' use of a sulfur dioxide (SO2) emissions trading program to satisfy regional haze air plan pollution control mandates, boosting states' authority to use cap-and-trade to meet their haze program requirements.

CSAPR Advocates Downplay Harms From D.C. Circuit Lifting Rule's Stay

Proponents of EPA's Cross-State Air Pollution Rule (CSAPR) are downplaying the harms to states or utilities if the U.S. Court of Appeals for the District of Columbia Circuit rules to lift a stay on implementing the rule, saying that either immediate reinstatement of the rule or a delayed implementation schedule would impose minimal harms.

D.C. Circuit Seeks Briefing On Jurisdiction Over States' Novel ESPS Suit

A federal appellate court has rejected a request by West Virginia and other states to expedite consideration of their novel lawsuit against EPA's proposed greenhouse gas (GHG) standards for existing power plants and is asking parties to submit briefs within the next month on whether the court has jurisdiction over the case.

Greenwire

NRC:

Leadership scramble starts as chairwoman steps down

Katherine Ling and Hannah Northey, E&E reporters

Published: Wednesday, October 22, 2014

The Nuclear Regulatory Commission chairwoman's announcement yesterday that she'd resign at year's end plunged the agency once more into uncertainty about its leadership and direction.

Chairwoman Allison Macfarlane plans to leave the NRC to direct the Center for International Science and Technology Policy at George Washington University, cutting short a five-year term slated to end June 30, 2018.

Her announcement followed the departures of two other commissioners earlier this year and a recent past history of infighting and political intrigue at the agency.

It's not clear who'll follow Macfarlane. The White House must designate a chairman from sitting commissioners. There are currently three on the panel, with a fourth to be sworn in next month.

The most likely person to be tapped, industry sources say, is the fourth member -- former NRC General Counsel Stephen Burns, whom the Senate confirmed last month to a full five-year term. He is scheduled to be sworn in Nov. 5, NRC spokesman Eliot Brenner said.

The next NRC leader must take the reins of an agency that has come under political pressure and scrutiny over concerns about nuclear safety since the 2011 disaster in Japan, an aging U.S. nuclear fleet and workforce, and, most of all, the country's legacy of radioactive waste and the fight over long-term storage at Yucca Mountain, Nev.

The Yucca Mountain, Nev., repository and its powerful critic, Senate Majority Leader Harry Reid (D-Nev.), will play a key role in the White House's decision for the next NRC chairman and the nominee for Macfarlane's position.

Reid was instrumental in placing former NRC Chairman Gregory Jaczko, his former staffer, at the head of the NRC to halt the review of the now-abandoned repository. Jaczko's time as chairman was tumultuous, marred by opposition to his management style from his fellow commissioners and staffers. He's blamed by many in the industry for politicizing what was once considered a technical, nonpolitical agency.

President Obama nominated Macfarlane in 2012 after Jaczko resigned, and the Senate confirmed her for a second term as chairwoman in June 2013.

Macfarlane, who has led NRC since 2012, said she was brought to the agency to "right the ship" after the tumultuous tenure of Jaczko and to ensure lessons from the Fukushima Daiichi nuclear disaster were implemented in the United States, and "with those key objectives accomplished," she would return to academia.

She was seen as a breath of fresh air after Jaczko's public spat with his former colleagues, two Republicans and two Democrats who complained to the White House about his management style and attempts to block information. Jaczko denied the allegations.

Sen. David Vitter (R-La.), ranking member on the Environment and Public Works Committee, which oversees the NRC, applauded Macfarlane's leadership, saying in a statement she "handled a tough leadership situation at the NRC with grace, even as she was pushed to undermine the industry and implement unnecessary regulations."

The Nuclear Energy Industry also commended Macfarlane for her service and "effectiveness in restoring collaboration and collegiality at the commission," Steve Kerekes, an NEI spokesman, said in an email.

But Macfarlane ran into conflict with Sen. Barbara Boxer (D-Calif.), chairwoman of the EPW panel. Among other things, Boxer criticized Macfarlane for not handing over information tied to the now-shuttered San Onofre nuclear plant in California.

Boxer and Sen. Ed Markey (D-Mass.) also recently criticized a rumored agency draft proposal that calls for the NRC's Office of General Counsel to recommend procedural changes to the Office of Investigations. The NRC denied that any such action was in the works (*E&ENews PM*, Oct. 9).

Paul Dickman, a government scientist and former senior official at NRC, said the political scrutiny and recent turmoil, plus the barrage of document requests and questions, were having a significant effect on morale at the agency and likely contributed to Macfarlane's decision to leave.

"It is intended to create a nuisance and a distraction, and it does," Dickman said. The turnover of leadership, along with senior staff leaving, is "a huge concern" for the agency and industry, he added.

"The technical strength and knowledge base on the commission and NRC is essential. Staff turnover is always expected, but stability is absolutely necessary," said Dickman, who is also on the board of the American Nuclear Society.

"A big concern we all have in the nuclear industry is that this is one of the technically weakest commissions we have ever had, and that does have an impact on staff actions and decisions," he said.

Chairman Burns?

The NRC has five seats on the commission. After Macfarlane leaves, two seats will be filled by Republicans and one by a Democrat. After being sworn in, Burns will fill a Democratic seat.

Kristine Svinicki, a Republican and former nuclear engineer and policy adviser in the Senate, is in her second term as a commissioner, which ends June 30, 2017.

William Ostendorff, also a Republican, is in his second term as commissioner, finishing in June 2016. He was the former director of the Committee on Science, Engineering and Public Policy and a director of the Board on Global Science and Technology at the National Academies.

The Democratic commissioner is Jeffery Baran, a former aide to Rep. Henry Waxman (D-Calif.), who is serving the remainder of former Commissioner Bill Magwood's term -- about a year. Baran was criticized by Republicans during the nomination process for his lack of regulatory experience.

Vitter said of both Baran and Burns during the confirmation process that although the nominees' "dedication to public service is clearly demonstrated, I question the potential of their contribution to the Nuclear Regulatory Commission." Vitter's criticism was shared by Sen. Jeff Sessions (R-Ala.), who said Baran didn't grasp the independent nature of the NRC and questioned Burns' legal advice to Jaczko.

Burns was general counsel under Jaczko and defended his decision to assume "emergency powers" after the Fukushima accident, which was the primary factor for the turmoil three years ago at the agency.

Burns was the head of legal affairs for the Organization for Economic Cooperation and Development, where he went after working as NRC general counsel from 2009 to 2012. He had been at the nuclear

agency since 1978 in the roles of deputy general counsel; associate general counsel for hearings, enforcement and administration; and executive assistant for then-NRC Chairman Kenneth Carr in the late 1980s (*E&E Daily*, July 23).

"Burns has been there a long time, has experience, but ... Jaczko's assumption of emergency powers after Fukushima was one of the most extreme abuses of power I've seen in government," Sessions said during the confirmation process. "This was the lawyer that advised him that he had the power to do it."

But other industry insiders agree Burns is the only current prospect with managerial experience and the likely Reid support necessary to be chosen by the White House for the top position.

Reid "is going to get his guy," said Mike McKenna, an energy lobbyist and GOP strategist. "And make no mistake, Burns is his guy."

EPA:

Deputy chief of staff stepping down

Robin Bravender, E&E reporter

Published: Wednesday, October 22, 2014

Arvin Ganesan, one of U.S. EPA chief Gina McCarthy's top advisers, is leaving the agency.

Ganesan, McCarthy's deputy chief of staff, who has been an EPA political official since early in the Obama administration, is leaving the agency to join an industry association that promotes "advanced" energy technologies.

PEOPLE

He'll be vice president for federal policy at Advanced Energy Economy, a relatively new Washington, D.C.-based trade group that promotes energy efficiency, natural gas electric generation, solar, wind, nuclear, electric vehicles, biofuels and other energy technologies with the stated goal of "making the global energy system more secure, clean and affordable." Members include some big-name companies like Microsoft, General Electric, Verizon and Philips.

"I'll be providing advice to the companies on how to engage with Congress and with the administration," Ganesan said yesterday in an interview.

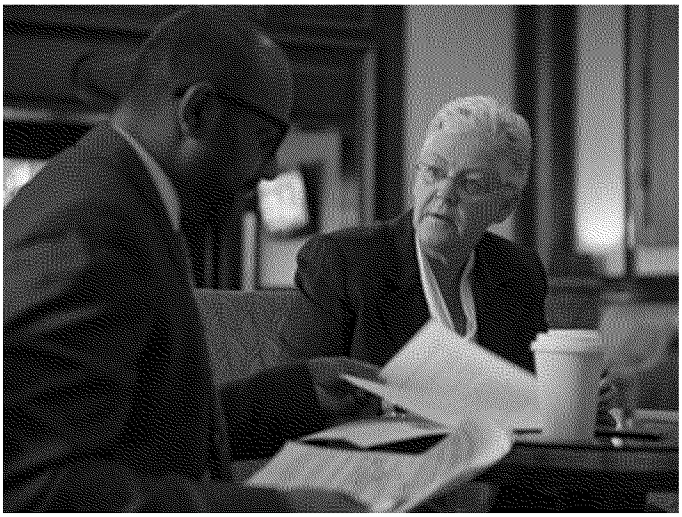
AEE CEO Graham Richard said today in a statement that Ganesan will be "a tremendous asset as we work with Congress and the administration to create a prosperous future powered by secure, clean, affordable energy."

Ganesan started at EPA in 2009 as deputy associate administrator for congressional affairs under David McIntosh, who then led the congressional affairs shop. When McIntosh left in 2011 to become a lobbyist at Siemens Corp., Ganesan was promoted to take his place. In July 2013, shortly after being confirmed as EPA chief, Gina McCarthy promoted Ganesan again to be her deputy chief of staff for policy.

Prior to joining EPA, Ganesan worked on Capitol Hill as a senior policy adviser to the late Sen. Frank

Lautenberg (D-N.J.). It was there that he first worked with former EPA chief Lisa Jackson, who was at the time commissioner of New Jersey's Department of Environmental Protection.

As McCarthy's deputy chief of staff, Ganesan's portfolio included managing science-related issues, several different water policy topics and climate adaptation matters. He worked extensively on an EPA proposal to specify which waters should get Clean Water Act protection, which he said is in capable hands at the agency.



Arvin Ganesan speaking with EPA Administrator Gina McCarthy as she prepared to give a speech earlier this year. Photo courtesy of U.S. EPA.

"I think that the administrator has made very clear her desire to clarify the scope of the Clean Water Act, and the rule is still in public comment right now," Ganesan said. "I feel very confident that the administrator's desire, as well as the talent in the agency -- including Ken Kopocis, who's the deputy administrator in the Office of Water -- will be able to see this rule through to the end."

Ganesan said he has "no doubt that EPA under Gina McCarthy's leadership will remain highly successful and important."

His last day at EPA is Oct. 31; he's slated to start at AEE on Nov. 4.

Tom Reynolds, associate administrator of EPA's public affairs office, said the agency hasn't yet selected a replacement for Ganesan. "The administrator is still reviewing that," he said. "There is a plethora of talented staff here at the agency. While we will miss Arvin deeply, we're pretty confident we're not going to miss a beat."

CLIMATE:

Senate-voting states don't like EPA power plant rule -- industry poll

Jean Chemnick, E&E reporter

Published: Wednesday, October 22, 2014

This story was updated at 2:28 p.m. EDT.

Voters in states with competitive Senate races this year are more wary of U.S. EPA's proposed Clean Power Plan than the national average, according to a new industry-backed poll.

The poll was released today by the Partnership for a Better Energy Future, a coalition of anti-regulatory industry groups led by the National Association of Manufacturers and U.S. Chamber of Commerce that was created early this year to oppose EPA's greenhouse gas rules.

It found that voters registered in 11 Senate battleground states were highly aware of EPA's proposal for existing power plant greenhouse gas emissions and responded negatively when presented with economic and reliability consequences that the poll said could follow from the draft.

The survey by Paragon Insights included 1,340 likely voters nationwide and broke out results for Arkansas, Colorado, Florida, Georgia, Iowa, Kentucky, Missouri, Montana, Pennsylvania, Tennessee and Virginia.

Voters were asked whether a series of "possible scenarios" would make them more or less likely to oppose the rule. Eight of the scenarios were negative or mostly negative, and one -- "the new regulations could allow for expansion of the green technology industry" -- was positive.

Forty-seven percent of voters nationwide said they opposed the regulations, but voters in many of the Senate battlegrounds expressed stronger opposition.

The coal states of Kentucky, Montana and Virginia had a substantial segment of voters who were likely to have heard at least something about the EPA draft -- 60 percent for Kentucky, 59 percent for Montana and 58 percent for Virginia, compared with a national average 55 percent.

Voters from Montana and Virginia had stronger reactions to the pollster's suggestion that the rule would result in "job losses in your state" -- 57 percent for Virginia and 60 percent in Montana. Fifty-two percent of respondents nationally said they would be less likely to support the rule if it resulted in job losses in their states. Interestingly, 50 percent of voters in Kentucky, where opposition to the EPA rule is a cornerstone of Senate Republican Leader Mitch McConnell's re-election campaign, said that knowledge would strengthen their opposition.

The U.S. Chamber and NAM touted the poll as yet more evidence that EPA's rule is not popular with voters.

"A self-inflicted wound like this threatens the comeback underway in the manufacturing sector and makes it harder for manufacturers to compete, expand and create jobs," said NAM CEO Jay Timmons.

"EPA's push to implement one of the most complicated and costliest rules in history is creating real concerns across the country that should not be ignored," said Karen Harbert, president and CEO of the chamber's Institute for 21st Century Energy.

But the Climate Action Campaign pointed to recent polling showing that the rule is popular with voters and blasted the industry partnership for conducting a "flawed" survey "designed to prop up the false notion that Americans want dirty air filled with carbon pollution."

"This is nothing more than a brazen push poll -- paid for by wealthy polluters," said Pete Altman, climate campaign director for the Natural Resources Defense Council. "And even so, they failed to produce a majority to oppose limits on carbon pollution."

The industry poll was conducted Oct. 3-9. It had a 2.7-point margin of error, though no information was

given about the partisan breakdown of the voters surveyed.

NEW HAMPSHIRE:

Shaheen, Brown clash over climate, nukes; both duck carbon tax talk

Nick Juliano, E&E reporter

Published: Wednesday, October 22, 2014

Sen. Jeanne Shaheen (D-N.H.) and Republican challenger Scott Brown tussled over nuclear power and climate change in the first televised debate of their campaign last night.

The tight race between Shaheen, who is fighting for her second term, and Brown, the former half-term Massachusetts senator, could determine which party controls the upper chamber next year, along with a handful of other close races. Discussion of energy and climate issues occupied a relatively small portion of the debate, which also touched on Ebola, the economy, immigration and health care policy, among other areas.

The two candidates mostly exchanged well-honed attacks. Brown accused Shaheen of "paving the way for a national energy tax," also the subject of a TV ad the campaign unveiled this week. Shaheen said Brown's top priority was voting for "subsidies for oil companies." The Brown attack is premised on Shaheen's 2013 vote for a nonbinding amendment to the budget resolution that would have directed revenues from a carbon tax be returned to the people. Shaheen was referring to a pair of votes Brown took against Democratic bills that would have eliminated a variety of tax incentives enjoyed by oil and gas drillers.

On climate change, the candidates staked out different views when asked whether they agreed with most scientists that human activity was to blame. Shaheen said it was "man-made, from burning fossil fuels," while Brown said, "I think it's a combination approach, man-made and natural."

Moderator Chuck Todd, the host of NBC's "Meet the Press," pressed the candidates on whether the government should ever put a price on carbon emissions to control climate change, at one point even noting that most energy producers assume such a fee will eventually be imposed.

"Oil companies are budgeting for it, should they be?" Todd asked in the midst of a protracted exchange on the issue.

Still, neither candidate would directly grapple with whether a carbon tax would ever be necessary. Shaheen reiterated her support for an "energy strategy" that would focus on energy efficiency and alternative sources while eliminating "subsidies for oil companies." Brown returned to his attack on Shaheen for supporting "cap and trade" and an "energy tax" that he said would harm the economy but would not say how he would deal with climate change.

"I'm not going to talk about whether we're going to do something in the future," Brown said. "We need to deal with these issues now."

Earlier, the two shared a terse exchange over nuclear power, when Brown said as part of a litany of criticisms that Shaheen "is against nuclear."

"No I'm not," Shaheen interjected. "Where did you get that?"

Brown said he was referring to her prior opposition to opening the Seabrook nuclear power station in the state, which entered operation in the 1990s.

New Hampshire Republicans also accused Shaheen of flip-flopping on nuclear power in her first run for the Senate in 2008, pointing to statements she made as a Democratic activist in the 1980s, when she was managing the campaign of an anti-nuclear candidate for governor, according to press reports from the time. Shaheen's campaign said at the time the statements were taken out of context and that she recognized nuclear power as part of the mix but that it should not be subsidized or expanded until waste is addressed.

In the debate last night, Brown, apparently relying on the same history, said Shaheen "made an effort to stop" the power plant. Shaheen responded that she was "not in office at the time," and her challenger moved on to another topic.

NORTH CAROLINA:

Tillis tacks slightly toward center on climate change

Daniel Bush, E&E reporter

Published: Wednesday, October 22, 2014

North Carolina Republican Senate nominee Thom Tillis shifted more toward the center on climate change yesterday, saying the argument is still out on the causes of global warming.

In an hourlong appearance on a local television news show, Tillis, the state House speaker, distanced himself from comments he made during a Republican primary debate that climate change doesn't exist.

"The reality is that climate does change over time," said Tillis, who is running against Sen. Kay Hagan (D) in one of the country's closest Senate races. "The argument is over to what extent human factors are involved and what can we do to influence it."

The news show was intended to be a debate between Tillis and Hagan, but Hagan declined to participate, leading event sponsor Time Warner Cable to recast the program as "A conversation with Thom Tillis" on topics ranging from energy to education and same-sex marriage.

While Tillis adopted a more moderate tone on climate change, he still went after Hagan and President Obama for environmental policies that he said have led to cuts in domestic energy production and jobs.

Approving the Keystone XL pipeline and offshore drilling projects would help turn the United States into an "energy superpower" capable of exporting energy to Western Europe and elsewhere, Tillis said.

"We have to look at anything we can do to reduce any human contributions to greenhouse gases, but this president is overreaching, and Sen. Hagan is supporting him," he added.

Tillis also criticized U.S. EPA's proposed power plant regulations, claiming that they would cost 600,000 jobs and "millions and billions of dollars" over time.

"I love being outdoors, I love clean air, I love clean water," said Tillis, who said he has a camping trip planned for after the election. "It's a matter of just how far you have to go to ensure that we have that clean and healthy environment."

Hagan's campaign released an online statement as soon as Tillis went off air claiming he couldn't "even win a debate with himself."

"It's clear Kay is the only candidate in this race who will put North Carolina's best interests first," said Hagan campaign spokeswoman Sadie Weiner.

The solo debate came as both candidates race to the finish line in the most expensive Senate race in the country. Outside groups have spent a combined $55 million attacking Hagan and Tillis, who remain locked in the polls with less than two weeks to go before next month's election.

In a boost for Hagan, the League of Conservation Voters Victory Fund today announced a new $4.2 million ad and get-out-the-vote campaign to help re-elect Hagan.

LCV's effort will include a $2.2 million voter outreach program and two new television ads highlighting Tillis' opposition to environmental protections and the support his campaign has received from outside groups linked to the oil magnates Charles and David Koch.

One of the ads slams Tillis for backing a bill in the state Legislature that environmentalists say won't do enough to hold Duke Energy Corp. accountable for a coal ash spill in the state earlier this year.

Last month, the environmental group named Tillis to its "Dirty Dozen" list of candidates with weak environmental records. The list also includes Republican Senate nominees Joni Ernst (Iowa) and Cory Gardner (Colo.).

AIR POLLUTION:

Appeals court backs EPA on regional haze program

Amanda Peterka, E&E reporter

Published: Wednesday, October 22, 2014

A federal court yesterday affirmed EPA's approval of a regional cap-and-trade program for sulfur dioxide emissions in the Colorado Plateau over objections by environmentalists.

The 10th U.S. Circuit Court of Appeals ruled that EPA acted within the bounds of the Clean Air Act when it found that the program would achieve necessary visibility improvements in nearby national parks and wildernesses.

A coalition that included WildEarth Guardians, the National Parks Conservation Association and the Sierra Club had challenged the program, arguing that it would allow regional coal-fired power plants to emit more SO2 than plants in other areas of the country.

"We conclude that the EPA's decision was neither arbitrary nor capricious," Circuit Judge Robert Bacharach wrote yesterday in an opinion rejecting the groups' petitions for review.

The lawsuit centered on a cap-and-trade program adopted by New Mexico, Utah, Wyoming, and New Mexico's Albuquerque and Bernalillo County to reduce regional SO2 emissions.

Through the program, polluters were given ceilings for SO2 emissions; if they cut pollution below those ceilings, they could trade the unused portions of their allocations with other emitters. The program established milestones for SO2 reductions through 2018.

A Grand Canyon Visibility Transport Commission mandated by Congress and established by EPA to assess regional haze pollution in the Grand Canyon region had recommended such a cap-and-trade program.

EPA in 2012 determined that the program satisfied Clean Air Act requirements for pollution sources to reduce pollutants linked to poor visibility at national parks and wildernesses. The agency approved the trading program in lieu of the installation of best available retrofit technology, or BART, finding that the plan would yield greater improvements in visibility.

In their lawsuit, environmentalists argued that EPA should not have approved the trading program. They said that it did not achieve greater visibility progress than would be achieved if EPA required the installation of control technologies at coal-fired power plants in the region. They also faulted the program for not encompassing all the states in the region and said that New Mexico did not properly analyze emissions from one of its coal plants.

The court rejected all the environmental groups' arguments.

Western utilities had intervened in the lawsuit on behalf of EPA, while the American Coalition for Clean Coal Electricity participated in a friend-of-the-court brief.

In a statement yesterday, the environmental groups said that the court's decision would allow eight of the oldest and dirtiest coal-fired power plants in the region to release as much as double the SO2 that other coal plants in the country are allowed to emit.

"Coal-fired power plants polluting the Colorado Plateau should be held to the same pollution control standards required elsewhere," Earthjustice attorney Jenny Harbine said in a statement. "There is no excuse for these plants to get a free pass to foul the air over our nation's treasured national parks and wilderness areas."

BIOFUELS:

Watchdog sues EPA over 2014 RFS documents

Amanda Peterka, E&E reporter

Published: Wednesday, October 22, 2014

A nonprofit legal watchdog yesterday launched a lawsuit against U.S. EPA accusing the agency of failing to respond to a request for documents related to the renewable fuel standard.

Citizens for Responsibility and Ethics in Washington had requested documents under the Freedom of Information Act tied to the agency's shaping of the 2014 mandates for renewable fuels. In a complaint filed yesterday in the U.S. District Court for the District of Columbia, the group said that EPA had failed to respond within the required 20 business days after it filed the request.

"By failing to release the records as plaintiff specifically requested, defendant violated the FOIA," the complaint says.

Last November, EPA for the first time proposed to roll back the nation's mandates for ethanol and advanced biofuel use in 2014, largely on the grounds that there's a technical limit to the amount of ethanol that can be used in gasoline (*Greenwire*, Nov. 15, 2013).

In May, CREW filed a Freedom of Information request with the agency seeking external and intra-agency communications records related to the proposed rule. The FOIA request was prompted by a Reuters article that detailed lobbying by the Carlyle Group and Delta Air Lines Inc. to reduce the RFS mandates.

In filing the request, CREW said it was concerned that the agency had allowed itself to be improperly influenced over the rule.

EPA denied CREW's plea that it expedite the request for records, saying in a June letter that the group had not demonstrated that swift action was needed. According to the complaint, CREW and EPA had a series of exchanges about the scope of the request that led to a Sept. 26 release of documents covering only the calendar year 2013. EPA told the group that it continued to work on the rest of the request but did not provide an expected date of completion.

In a statement today, CREW charged that EPA was allowing politics to shape the 2014 renewable fuel targets. CREW asked the court to compel EPA to "immediately" release the requested records.

"Is the EPA slow-walking its release of these documents because it does not want the public to learn how political the RFS has become?" CREW Executive Director Melanie Sloan asked in a statement. "The RFS should be based on sound energy policy, not politics. CREW's lawsuit will shed light on what really went on at the EPA."

CREW has also called on EPA's inspector general to launch an investigation into whether groups connected with Pennsylvania refineries improperly influenced the agency over the 2014 rule (*E&ENews PM*, May 22).

The final 2014 RFS rule has been at the White House for review since August. Industry observers believe that the agency will release it after the midterm elections.

EPA did not comment on the lawsuit but said it was still working on the FOIA request.

CARBON CAPTURE:

DOE-backed project turning Texas plant's CO2 into baking soda, bleach

Katherine Ling, E&E reporter

Published: Wednesday, October 22, 2014

Carbon emissions from a Texas cement plant are being captured and converted to baking soda and bleach under a new demonstration project funded by the Energy Department.

Skyonic Corp. unveiled its $125 million facility and technology yesterday for removing 300,000 tons of CO2 annually at the Capitol Aggregates cement plant in San Antonio and replacing additional carbon needed to make bleach and baking soda.

The commercial options for captured CO2 emissions have been focused mostly on injections to propel oil from depleted wells. Widening options for captured emissions is key to generating revenue for developing commercially viable CO2 technologies.

The Capitol SkyMine plant is expected to generate about $48 million in revenue and $28 million in annual earnings from its products and create 40 permanent full-time jobs, the company said.

DOE provided $28 million of the 2009 stimulus funds to help finance the $40 million technology and provide support for testing and modeling.

The technology has been designed to be retrofitted to existing coal-burning power plants, but it could also be used for cement, glass, steel and natural gas plants, DOE said.

Skyonic is also looking into using the captured carbon as a feedstock for algae, according to the agency.

"Today's announcement demonstrates the range and potential for carbon capture technologies," Energy Secretary Ernest Moniz said in a statement. "Through this partnership, the department has shown its commitment to finding innovative uses for carbon that can have a positive impact on the economy while also reducing carbon emissions."

The SkyMine process can capture up to 90 percent of CO2 emissions and has scrubbers that also remove sulfur oxides, nitrogen oxides, and mercury and other heavy metals, Skyonic said.

Skyonic CEO and founder Joe Jones said in a statement that the new technology was a "smart business decision that makes money."

"Our business partners can use this technology to meet emissions requirements, replace costly scrubbing technologies and increase revenues. Skyonic is proud to partner with Capitol Aggregates to launch Capitol SkyMine, which will transform greenhouse gases into profits and change the way we all look at emissions."

FINANCE:

N.Y. green bank steers $800M to 7 'clean energy' projects

Colin Sullivan, E&E reporter

Published: Wednesday, October 22, 2014

NEW YORK -- Gov. Andrew Cuomo (D) today revealed the first seven projects to be funded by his state's "green bank," totaling $800 million worth of private and public investments.

Though the deals are not yet closed, Cuomo announced the participants in and the developers of the first seven projects to be financed by the ambitious financing mechanism, which will seek to route more than $1 billion to the state's "clean energy" sector in the years ahead.

The green bank's initial public investment of $200 million in these projects has been matched by $600 million from a high-profile list of financial institutions, among them Bank of America Merrill Lynch, Citi, Deutsche Bank and First Niagara Bank.

The idea is to attract the private funds to projects that would otherwise have trouble accessing money to get the work off the ground. The first seven investments will fund a small-scale solar project in Lackawanna, N.Y., co-generation facilities in New York City and energy efficiency projects across the state, among others.

Rather than providing grants, the green bank seeks to set up mechanisms to ease market anxiety about

funding these sorts of unproved assets. The tools are set up by the New York State Energy Research and Development Authority (NYSERDA), which is run by former Goldman Sachs partner Richard Kauffman, and include such mechanisms as credit enhancement, loan loss reserves and loan bundling.

A NYSERDA memo on the projects announced today said the clean energy sector usually fails to attract capital due to federal policy uncertainty, insufficient performance data and the lack of publicly traded capital markets for their sectors.

Cuomo sought to emphasize in a news release that the money will be paid back to the state and the lending institutions at fair market rates.

"The state's contribution to these projects will support jobs and economic activity in our communities, and it is helping to grow the market for clean technology in New York by paving the way for more frequent and accessible funding going forward," he said in a statement that also claimed an annual reduction of 575,000 tons of carbon dioxide through the projects.

The announcement comes as Cuomo is set to square off tonight with Republican rival Rob Astorino, the Westchester County executive, in their last debate before next month's election. Cuomo is so far polling well ahead of Astorino and yesterday secured the endorsement of the New York League of Conservation Voters, which cited his work on the green bank (*E&ENews PM*, Oct. 21).

Cuomo's office says the deals announced today should be closed by the end of the year.

The seven projects include:

- A deal involving First Niagara, M&T Bank and BQ Energy to develop a 4-megawatt, ground-mounted solar energy project on the former Bethlehem Steel Mill site in Lackawanna. The site is also a brownfields cleanup project.

- Financing for Ameresco Inc. to develop commercial and industrial energy efficiency and distributed generation and "fill gaps" in financing for its projects.

- A Bank of America Merrill Lynch arrangement with the green bank to design better energy efficiency financing products.

- A deal with Citi to fund Renewable Funding LLC's "warehouse for energy efficiency loans" program, which expands availability of energy efficiency loans for homeowners.

- Funding for GreenCity Power, provided in part by Tulum Management, to back co-generation projects in New York City. GreenCity Power projects will focus on small-scale co-gen plants for hospitals, hotels and office buildings.

Click here for more details on all seven projects.

ELECTRICITY:

Backup grids ensure reliability at military bases

Published: Wednesday, October 22, 2014

Military bases across the country are working to develop their own power grids to protect themselves from

hackers, terrorists and natural disasters.

The Marine Corps Air Ground Combat Center in Twentynine Palms, Calif., is almost done building a system of small power plants, solar panels, batteries and diesel generators that will allow the base to operate even if there is a service interruption from Southern California Edison.

"A lot of bases want what we've got," said Gary Morrissett, the base's energy manager.

Military officials say they are more dependent than ever on a steady flow of electricity, because even bases in the United States need to be in constant connection with forces overseas. Concerns are also heightened in the aftermath of an attack that disabled a San Jose, Calif.-area electrical substation when unidentified shooters fired guns at 17 transformers.

"When I was a major in the first Gulf War, we went over there without computers or email," said Greg Bean, a retired Army colonel who is now the director of public works at Fort Bragg in North Carolina. "Now, if you lose a server, your operations almost cease" (Rebecca Smith, *Wall Street Journal*, Oct. 21). **-- SP**

SOLAR:

Utilities edge into market for rooftop panels

Published: Wednesday, October 22, 2014

Large utility companies are expanding into the residential solar market as they try competing with the industry they once viewed as a threat.

If the trend holds, utilities' financial resources and access to customers have the potential to greatly expand the use of solar energy, which by some estimates powers about 500,000 homes and businesses in the United States.

In Arizona, the state's largest utility has proposed putting solar panels on the homes of 3,000 customers in exchange for savings on their power bills.

Arizona Public Service proposed spending $70 million on the installations, and Tucson Electric Power proposed giving customers a fixed rate for electricity in exchange for letting the utility install rooftop solar panels.

Solar companies are fighting the utilities' shift in strategy. The Alliance for Solar Choice, an industry group, says utilities have an unfair advantage over their companies because state regulators guarantee them certain profit margins on the sale of electricity. That gives them a leg up to use those profits to invest in solar ventures, the group contends.

Still, the solar market has received millions in government support -- including a new deal with New York state to provide $750 million in infrastructure and equipment purchases for a SolarCity factory (Nichola Groom, Reuters, Oct. 22). **-- SP**

SOLAR:

Corporations offer employees PV perks

Published: Wednesday, October 22, 2014

A number of major companies are adding solar energy system discounts to their lists of employee benefits.

The Solar Community Initiative, announced today, will give more than 100,000 employees of Cisco Systems Inc., 3M Co., Kimberly-Clark Corp. and *National Geographic* substantially lower rates at which to buy or lease solar panels for their homes, with options for friends and family.

After offering deep discounts to its own employees last year, the World Wildlife Fund reached out to corporate partners with the program using cost-comparison site Geostellar, which benefits the virtual marketplace by helping drive down the high costs of solar operations.

Following up other corporate partnerships like the one between SolarCity Corp. and Honda Motor Co., the companies have already seen interest in the program, which reduces the average U.S. base cost of a solar system by almost 34 percent.

It also fits in smoothly with sustainability initiatives already in place.

"I get the emails: 'Why aren't we recycling this?' or 'Why don't we have 45,000 more electric vehicle charging stations?'" said Ali Ahmed, who manages energy and sustainability at Cisco. "So we had a really good feeling that our employees would engage and latch onto this kind of discount" (Diane Cardwell, *New York Times*, Oct. 22). **-- DTB**

AUTOS:

Ford to roll out all-aluminum truck in December

Published: Wednesday, October 22, 2014

In December, Ford will release a new F-150 that is the first high-volume vehicle with all-aluminum body panels, which experts say is a gamble.

Ford is advertising improvements in efficiency, performance, towing and hauling. But no company has ever attempted to manufacture an aluminum vehicle on such a grand scale. The company invested $1.4 billion into two factories that are producing the lightweight trucks. Previous models of F-150s have been bestsellers for the company.

Competitors such as General Motors and Ram are already cutting prices of their vehicles to attract disaffected Ford owners and new buyers.

One of the main issues against the new aluminum-built vehicles is that insurance and repair costs are unknown. Aluminum is difficult to manufacture at high quality.

"When you combine the enormous upfront cost to install new machinery with the added risk of a higher-cost material on your highest-volume vehicle, it's a risky proposition," said Andrew Lane, an analyst specializing in aluminum and steel at Morningstar Inc. "This is a milestone for the auto industry."

Auto brands such as Audi, Jaguar and Land Rover have used aluminum metals as the primary metal of cars, but these brands produce high-dollar luxury vehicles and are dwarfed in sales by Ford.

Last year, Ford sold 510,000 F-150 trucks, according to registration data from IHS Automotive. The new

2015 model will start at $26,615. The aluminum Range Rover, which starts at $84,225, sells an average of 12,000 vehicles per year.

"This is way too big to fail," said Dave Sullivan, an analyst at AutoPacific. "Obviously, Ford feels aluminum is the way to go. We just don't know if the quality will stay where it needs to."

The move isn't the first time Ford has taken a risk. In 2011, the company shocked many in the industry by introducing a turbocharged EcoBoost V-6 that had the power and towing capability of a V-8, but with noticeably better fuel economy (David Undercoffler, *Los Angeles Times*, Oct. 22). **-- MH**

CLIMATE:

U.S. adaptation plans show varied success in states

Published: Wednesday, October 22, 2014

A new online tool released by the Georgetown Climate Center measures progress states are making in implementing measures to address climate change. How are states balancing adaptation goals with economic growth? During today's OnPoint, Jessica Grannis, adaptation program manager at the Georgetown Climate Center, discusses the tool and accompanying research demonstrating mixed success among states.

Click here to watch today's OnPoint.

AN E&E PUBLISHING SERVICE

CLIMATEWIRE — Thu., October 23, 2014

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1.RESOURCES:

Researcher probes saltwater intrusion into Calif.'s coastal groundwater supplies

MONTEREY, Calif. -- Here, in one of the most picturesque parts of California's long Pacific Coast, researchers are investigating what could be a large and contentious unknown: the groundwater that lies beneath the shoreline.

2.BUSINESS:

Companies begin to offer discounted solar energy as a worker benefit

For a handful of large U.S. companies and organizations, employee benefits are extending beyond the three-legged stool of health care, retirement and vacation to include clean energy delivered to employees' homes at little or no upfront cost.

TODAY'S STORIES

3.STATES:

Energy efficiency grew across U.S. in 2013, despite some setbacks

4.NEGOTIATIONS:

Energy security becomes a factor in E.U. emissions target talks

5.FORESTS:

Brazil protects 1.65M acres of Amazon forest

6.TRANSPORTATION:

DOE issues updates to emission, energy accounting tools for transportation sector

7.NATIONS:

Climate change boosts fire frequency, but Australia's PM calls the link 'hogwash'

8.NEGOTIATIONS:

Portugal could block E.U. climate deal in push for energy connectivity

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Nonbinding E.U. clean energy targets could lead to job loss -- unions

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Pacific approaches El Niño conditions -- NOAA, Australian meteorology bureau

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11.TRANSPORTATION:

Environmental Law and Policy Center's Learner urges lawmakers to move transportation policy to reduce emissions

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ENERGYWIRE — Thu., October 23, 2014

READ FULL EDITION

1.OIL AND GAS:

Drilling's worker safety record bodes ill for public health

Worker safety is perhaps the only place where the oil and gas industry's safety record can be lined up next to other industries and compared. It's gotten better, but with a fatality rate that topped coal mining's in 2012, drilling stacks up badly. Public health and worker safety experts say that's a bad sign for people living amid frack tanks, rigs and truck traffic that come with the U.S. drilling boom.

TOP STORIES

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Analysts see upside to crude's price slide

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Cuomo pledges to 'let the scientists decide' on N.Y. fracking during final debate

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Ill. regulators, utilities eye winter readiness in wake of polar vortex

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Outside groups win big in Ga. initiative

OIL AND GAS

6.GAS EXPORTS:

B.C.'s LNG tax plan reflects global pricing pressures

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BOEM moves to lease its portion of Cook Inlet

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New chemical report just a retread of Halliburton loophole debate -- industry

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Total appoints new 2 new leaders in wake of CEO's death

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China takes less oil from Saudi Arabia as cheaper options emerge

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University gets $58M to go after methane hydrates

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Texas business touts seismic data collection breakthrough

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13. TRANSPORTATION:

Environmental Law and Policy Center's Learner urges lawmakers to move transportation policy to reduce emissions

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To: richard.thomas@vw.com[richard.thomas@vw.com]
From: Good, David
Sent: Thur 10/23/2014 3:30:57 PM
Subject: FW: cost to drive 25 miles two screen shots
Ford Focus electric.JPG
Compact side by side.JPG

FYI----we'll see what Janet says. Thanks for sending the screen shots.

Dave

From: Good, David
Sent: Thursday, October 23, 2014 11:26 AM
To: 'hopsonjl@ornl.gov'
Subject: FW: cost to drive 25 miles two screen shots

Janet,

When you get a chance:

VW was asking how you calculated the cost to drive 25 miles for EVs.

For their e-Golf, they calculated $0.88 instead of $0.87 which is shown on the website. [They must be rounding differently.]

They pointed out a discrepancy in the 2014 Focus EV. The cost to drive 25 miles is shown as $0.81 on the "compare EVs side by side" site and shown as $0.96 on the "find-a-car" site. See attached screen shots.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Thursday, October 23, 2014 10:13 AM
To: Good, David
Subject: cost to drive 25 miles two screen shots

Hi Dave;

Here are the two views and the different values used for the 2014 Ford for the cost to drive 25 miles.

Richard E. Thomas

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mailto: Richard.Thomas@VW.com

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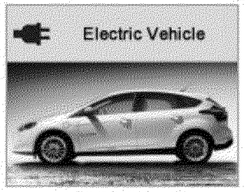
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www.fueleconomy.gov

the official U.S. government source for fuel economy information

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Fuel Economy | Energy and Environment | Safety | Specs

	2014 Ford Focus Electric
Personalize	 Automatic (A1) MSRP: $35,170
EPA Fuel Economy 1 gallon of gasoline=33.7 kWh	**Electricity** 105 MPGe 110 99 combined city/highway city highway 32 kWh/100 mi  76 miles Total Range
Unofficial MPG Estimates from Vehicle Owners Learn more about "My MPG" Disclaimer	Average based on 1 vehicle **129.6** MPG View Individual Estimates
You save or spend* Note: The average 2014 vehicle gets 23 MPG	**You SAVE** **$7,500** in fuel costs over 5 years compared to the average new vehicle
Annual Fuel Cost*	$600
Cost to Drive 25 Miles	$0.96
Cost to Fill the Tank	
Tank Size	

*Based on 45% highway, 55% city driving, 15,000 annual miles

Add a Vehicle

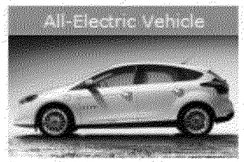
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All-Electric Vehicles: Compare Side-by-Side

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Two Seaters | Minicompacts | Subcompacts | Compacts | Midsize Cars | Large Cars
Station Wagons | SUVs & Vans

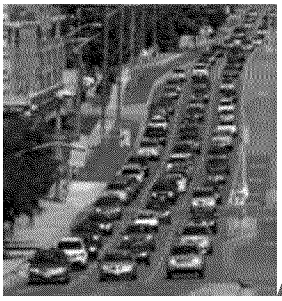
Fuel Economy | Specs

	2014 Ford Focus Electric	2015 Volkswagen e-Golf
Personalize	All-Electric Vehicle 	All-Electric Vehicle 
Configuration	Motor: 107 kW Transmission: Auto (1 speed)	Motor: 85kW Transmission: Auto (1 speed)
Manufacturer's Suggested Retail Price (MSRP)	$35,200	Not Available
EPA Fuel Economy		
Miles per Gallon of Gasoline Equivalent (MPGe) 1 gallon of gasoline=33.7 kWh	ELECTRICITY **105** Combined **110** City **99** Hwy	ELECTRICITY **116** Combined **126** City **105** Hwy
kWh/100 mi	**27** Combined **25** City **30** Hwy	**29** Combined **27** City **32** Hwy
Fuel Economics		
Cost to Drive 25 Miles	$0.81	$0.87

To: Hindin, David[Hindin.David@epa.gov]; Brooks, Phillip[Brooks.Phillip@epa.gov]; Shinkman, Susan[Shinkman.Susan@epa.gov]
Cc: Starfield, Lawrence[Starfield.Lawrence@epa.gov]; Wilson, Shari[Wilson.Shari@epa.gov]; Conger, Nick[Conger.Nick@epa.gov]
From: Giles-AA, Cynthia
Sent: Thur 10/23/2014 5:20:22 PM
Subject: FW: Air & Radiation Law News for October 23, 2014

Check out the BNA "Insights" article. A terrific message for companies about getting their act together on compliance and being responsible neighbors. This may be the first Next Gen article that seems to understand what it is about. Progress! Not perfect on our tough enforcement message, but gets to the same point in the end.

From: Turley, Jennifer
Sent: Thursday, October 23, 2014 11:28 AM
To: Allnutt, David; Anderson, Lea; Anderson, Steve; Aranda, Amber; Averback, Jonathan; Belser, Evan; Bianco, Karen; Bogoshian, Matthew; Branning, Amy; Bunker, Byron; Chapman, Apple; Choi, Jake; Cozad, David; Crum, Lynda; Crystal, Roy; Davis, Julian; Dickinson, David; Dierker, Carl; Dolph, Becky; Doster, Brian; Dubey, Susmita; Dubois, Roland; Embrey, Patricia; Frey, Bert; Froikin, Sara; Giles-AA, Cynthia; Graham, Cheryl; Harrison, Ben; Hoffman, Howard; Hogan, Stephanie; Holmes, Carol; Horowitz, Michael; Igoe, Sheila; Isales, Lydia; Jordan, Scott; Kaplan, Robert; Kataoka, Mark; Klepp, Robert; Knapp, Kristien; Lee, Michael; Lovett, Lauren; Mackey, Cyndy; Manners, Mary; Marks, Matthew; Matthews, Julie; McConkey, Diane; Mclean, Kevin; Moore, Bruce; Morgan, Jeanette; Moyer, Robert; Mulkey, Marcia; Muller, Sheldon; Murray, Suzanne; Niebling, William; Nguyen, Quoc; Adair, Jocelyn; Okoye, Winifred; Orlin, David; Pastorkovich, Anne-Marie; Rodman, Sonja; Rowland, John; Schaaf, Eric; Schmidt, Lorie; Senn, John; Shenkman, Ethan; Silverman, Steven; Smith, Kristi; Snyder, Doug; Srinivasan, Gautam; Stahle, Susan; Starfield, Lawrence; Stern, Allyn; Tate, Ragan; Thrift, Mike; Tierney, Jan; Ting, Kaytrue; Tsirigotis, Peter; Versace, Paul; Vetter, Rick; Walker, Mike; Ward, W. Robert; Wilcox, Geoffrey; Williams, Brent; Williams, Melina; Williamson, Timothy; Zenick, Elliott; Wills, Jennifer; Conger, Nick; Blake, Wendy; Schramm, Daniel; Vergeront, Julie; Tozzi, Lauren; Coursen, David; Pilchen, Zach; Skinner-Thompson, Jonathan; Vijayan, Abi; Roder, Aileen
Subject: Air & Radiation Law News for October 23, 2014



Air & Radiation Law News

for October 23, 2014

Bloomberg BNA Daily Environment Report™

Air Pollution

Court Sides With EPA Approval of Three States' Cap-and-Trade Regional Haze Plans

A federal appeals court has upheld the Environmental Protection Agency's decision allowing three Western states to adopt a regional cap-and-trade program to reduce regional haze, rejecting challenges filed by environmental groups...

Climate Change

Climate Envoys Seek Stronger Warning On Dangers in Key United Nations Report

The U.S. and European Union are pushing for a stronger explanation about the dangers of climate change and the consequences of failing to stem fossil fuel emissions in the United Nation's most extensive report on global warming....

Climate Change

Insurers Not Prepared for Risks Posed by Changing Climate, Ceres Analysis Says

Insurance companies show a "profound lack of preparedness" for addressing the risks climate change poses to their business, according to an analysis released Oct. 22 by sustainability advocacy group Ceres....

Climate Regulation

Energy Department Looks to Reduce Pipeline Methane Leaks Through Research, Regulation

The Energy Department wants to play an active role in accelerating the pipeline industry's methane leak reductions through research and, potentially, regulation, a senior Energy Department official said Oct. 22....

Climate Regulation

EPA Seeks Remand of Greenhouse Gas Permitting Rule From D.C. Circuit

The Environmental Protection Agency believes it can continue to apply greenhouse gas permitting requirements to large industrial sources under its existing tailoring rule and urged federal appellate judges not to vacate the regulation...

Climate Regulation

Pennsylvania Lawmakers Give Themselves Veto Power Over State Clean Power Plan

A bill (H.B. 2354) signed by Pennsylvania Gov. Tom Corbett (R) Oct. 22 adds a new layer of legislative oversight to the process of developing the state plan for meeting the Environmental Protection Agency's proposed carbon dioxide standards...

Congress

Republican Senate Would Pass House Energy Permitting Bills, Rep. McCarthy Says

A Republican-controlled Senate would likely approve House-passed bills to eliminate the need for presidential permits for cross-border energy projects like the Keystone XL pipeline and establish deadlines for federal agencies to approve...

Elections

Candidates Clash on Energy, Climate Issues At Heated New Hampshire Senate Debate

Incumbent Sen. Jeanne Shaheen (D) and Republican challenger Scott Brown clashed sharply on energy and climate change issues during their first debate Oct. 21 in New Hampshire's closely watched Senate contest. ...

Elections

Florida Amendment Would Designate Conservation Funding for 20 Years

Florida voters will decide Nov. 4 on a proposed state constitutional amendment to designate a third of the real estate document taxes collected for water and land conservation spending—amounting to about $650 million or just under...

Energy Efficiency

Massachusetts Ranked Most Energy Efficient

Massachusetts ranked as the most energy-efficient state for the fourth year in a row, according to a report by the nonprofit American Council for an Energy-Efficient Economy (ACEEE). The group also said in its State Energy Efficiency Scorecard...

Energy

Energy-Related Carbon Dioxide Emissions Increased 2.5 percent in 2013, EIA Says

U.S. energy-related carbon dioxide emissions increased 2.5 percent in 2013, as a result of colder weather, which led to an increase in residential and commercial energy demand for heating, the U.S. Energy Information Administration said....

Energy

New York Announces First Clean Energy Projects Funded Under New 'Green Bank'

New York Gov. Andrew M. Cuomo (D) announced the first programs that will be funded under the state's new "green bank" Oct. 22, providing $800 million in public and private funding over several years....

Energy

Stephen Burns Considered Possible Successor to NRC Chairman Macfarlane

Stephen Burns, a former general counsel at the Nuclear Regulatory Commission, is the apparent frontrunner to take over as NRC chairman following the surprise decision by Allison Macfarlane to leave the commission, according to a number of...

Hazmat Transport

FAA Fines Chinese Shipper Over Hazardous Liquids

The Federal Aviation Administration has proposed to fine a Chinese company $227,500 for improperly shipping a package containing a bottle of poisonous corrosive material and two bottles of a hazardous flammable liquid, the agency announced...

Hazmat Transport

Lawsuit Prompts California Distributor To Stop Unloading Crude From Railcars

A lawsuit filed by environmental advocates in September has led to an agreement with Interstate Oil Co. to stop unloading crude oil from railcars at its terminal in McClellan Park, Calif., early next month (Sierra Club v. Sacramento Metro....

Insurance

Damage From Fly Ash Spread at Golf Course Not Covered by Developer's Insurance Policy

Pollution exclusions absolve two insurers of having to pay defense costs in suits brought by over 400 plaintiffs alleging personal injury and property damage from the development of a golf course, the U.S. Court of Appeals for the Tenth Circuit held...

International Climate

Discussion of 2015 National Contributions Dominate Third Day of Bonn Climate Talks

The main negotiating track at the Bonn Climate Change Conference Oct. 22 focused on the arduous topic of how countries' voluntary "contributions" should be included in the global agreement to be finalized next year....

International Climate

EU Standing as Climate Leader Hinges on Plan Setting 2030 Emissions Target: Diplomat

European Council approval this week of 2030 targets to cut greenhouse gas emissions—considered likely but not a done deal—would give the bloc bragging rights as the first major player to offer cuts toward a 2015 global climate...

International Climate

Peru May Inject Cash Into Climate Fund To Spur Coming UN-Mandated Lima Talks

Peru, which will host this year's biggest climate summit, may pledge money for a United Nations fund to inject fresh momentum into international negotiations....

International Issues

European Parliament Confirms New EU Environment, Climate Commissioners

Members of the European Parliament Oct. 22 voted 423-209 with 67 abstentions to approve the new European Commissioners, or top officials who will propose and monitor the implementation of European Union legislation through 2019....

Natural Gas

British Columbia Bills Set Tax Rates, Emissions Benchmarks for LNG Industry

British Columbia's government has introduced legislation detailing emissions and tax frameworks the province's nascent liquefied natural gas industry has been awaiting in order to make investment decisions....

Natural Gas

FERC Urged Not to Stay Cove Point Decision

Dominion Resources told the Federal Energy Regulatory Commission it has every reason to stand by its approval of construction of a natural gas export terminal in Maryland and should reject environmental groups' petition for a stay of...

Renewable Energy

China Cuts Offshore Wind Outlook In First Miss of Renewable Energy Goal

China slashed its forecasts for offshore wind power by 60 percent, an acknowledgment that installations are being held up by the cost and complexity of the technology....

Renewable Energy

Japan Explores Ways to Increase Renewable Energy Overall, While Curbing Solar Reliance

Japan is exploring ways to increase the country's renewable energy projects overall while curbing the purchase of solar power, but its options may be limited. ...

Vehicle Fuels

Citizens Group Sues EPA Over Documents About Renewable Fuel Standard Meetings

A citizens group sued the Environmental Protection Agency after it failed to provide additional documents about meetings with petroleum companies about the 2014 renewable fuel standard (Citizens for Responsibility and Ethics in Washington...

BNA INSIGHTS

Clean Air Act: New Developments That Are Redefining the Enforcement Landscape

In its own strategic plan, the Environmental Protection Agency anticipates a decline of more than 30

percent in federal inspections and evaluations during the next five years and also expects to bring 40 percent fewer civil judicial and administrative...



Inside EPA **Weekly Report**, 10/24/2014

http://insideepa.com/newsletters/inside-epa

Latest News

10th Circuit Boosts States' Authority To Use SO2 Trading In Haze Air Plans

The U.S. Court of Appeals for the 10th Circuit has rejected environmentalists' suit challenging EPA's approval of several western states' use of a sulfur dioxide (SO2) emissions trading program to satisfy regional haze air plan pollution control mandates, boosting states' authority to use cap-and-trade to meet their haze program requirements.

CSAPR Advocates Downplay Harms From D.C. Circuit Lifting Rule's Stay

Proponents of EPA's Cross-State Air Pollution Rule (CSAPR) are downplaying the harms to states or utilities if the U.S. Court of Appeals for the District of Columbia Circuit rules to lift a stay on implementing the rule, saying that either immediate reinstatement of the rule or a delayed implementation schedule would impose minimal harms.

D.C. Circuit Seeks Briefing On Jurisdiction Over States' Novel ESPS Suit

A federal appellate court has rejected a request by West Virginia and other states to expedite consideration of their novel lawsuit against EPA's proposed greenhouse gas (GHG) standards for existing power plants and is asking parties to submit briefs within the next month on whether the court has jurisdiction over the case.

Greenwire

NRC:

Leadership scramble starts as chairwoman steps down

Katherine Ling and Hannah Northey, E&E reporters

Published: Wednesday, October 22, 2014

The Nuclear Regulatory Commission chairwoman's announcement yesterday that she'd resign at year's end plunged the agency once more into uncertainty about its leadership and direction.

Chairwoman Allison Macfarlane plans to leave the NRC to direct the Center for International Science and Technology Policy at George Washington University, cutting short a five-year term slated to end June 30, 2018.

Her announcement followed the departures of two other commissioners earlier this year and a recent past history of infighting and political intrigue at the agency.

It's not clear who'll follow Macfarlane. The White House must designate a chairman from sitting commissioners. There are currently three on the panel, with a fourth to be sworn in next month.

The most likely person to be tapped, industry sources say, is the fourth member -- former NRC General Counsel Stephen Burns, whom the Senate confirmed last month to a full five-year term. He is scheduled to be sworn in Nov. 5, NRC spokesman Eliot Brenner said.

The next NRC leader must take the reins of an agency that has come under political pressure and scrutiny over concerns about nuclear safety since the 2011 disaster in Japan, an aging U.S. nuclear fleet and workforce, and, most of all, the country's legacy of radioactive waste and the fight over long-term storage at Yucca Mountain, Nev.

The Yucca Mountain, Nev., repository and its powerful critic, Senate Majority Leader Harry Reid (D-Nev.), will play a key role in the White House's decision for the next NRC chairman and the nominee for Macfarlane's position.

Reid was instrumental in placing former NRC Chairman Gregory Jaczko, his former staffer, at the head of the NRC to halt the review of the now-abandoned repository. Jaczko's time as chairman was tumultuous, marred by opposition to his management style from his fellow commissioners and staffers. He's blamed by many in the industry for politicizing what was once considered a technical, nonpolitical agency.

President Obama nominated Macfarlane in 2012 after Jaczko resigned, and the Senate confirmed her for a second term as chairwoman in June 2013.

Macfarlane, who has led NRC since 2012, said she was brought to the agency to "right the ship" after the tumultuous tenure of Jaczko and to ensure lessons from the Fukushima Daiichi nuclear disaster were implemented in the United States, and "with those key objectives accomplished," she would return to academia.

She was seen as a breath of fresh air after Jaczko's public spat with his former colleagues, two Republicans and two Democrats who complained to the White House about his management style and attempts to block information. Jaczko denied the allegations.

Sen. David Vitter (R-La.), ranking member on the Environment and Public Works Committee, which oversees the NRC, applauded Macfarlane's leadership, saying in a statement she "handled a tough leadership situation at the NRC with grace, even as she was pushed to undermine the industry and implement unnecessary regulations."

The Nuclear Energy Industry also commended Macfarlane for her service and "effectiveness in restoring collaboration and collegiality at the commission," Steve Kerekes, an NEI spokesman, said in an email.

But Macfarlane ran into conflict with Sen. Barbara Boxer (D-Calif.), chairwoman of the EPW panel. Among other things, Boxer criticized Macfarlane for not handing over information tied to the now-shuttered San Onofre nuclear plant in California.

Boxer and Sen. Ed Markey (D-Mass.) also recently criticized a rumored agency draft proposal that calls for the NRC's Office of General Counsel to recommend procedural changes to the Office of Investigations. The NRC denied that any such action was in the works (*E&ENews PM*, Oct. 9).

Paul Dickman, a government scientist and former senior official at NRC, said the political scrutiny and recent turmoil, plus the barrage of document requests and questions, were having a significant effect on morale at the agency and likely contributed to Macfarlane's decision to leave.

"It is intended to create a nuisance and a distraction, and it does," Dickman said. The turnover of leadership, along with senior staff leaving, is "a huge concern" for the agency and industry, he added.

"The technical strength and knowledge base on the commission and NRC is essential. Staff turnover is always expected, but stability is absolutely necessary," said Dickman, who is also on the board of the American Nuclear Society.

"A big concern we all have in the nuclear industry is that this is one of the technically weakest commissions we have ever had, and that does have an impact on staff actions and decisions," he said.

Chairman Burns?

The NRC has five seats on the commission. After Macfarlane leaves, two seats will be filled by Republicans and one by a Democrat. After being sworn in, Burns will fill a Democratic seat.

Kristine Svinicki, a Republican and former nuclear engineer and policy adviser in the Senate, is in her second term as a commissioner, which ends June 30, 2017.

William Ostendorff, also a Republican, is in his second term as commissioner, finishing in June 2016. He was the former director of the Committee on Science, Engineering and Public Policy and a director of the Board on Global Science and Technology at the National Academies.

The Democratic commissioner is Jeffery Baran, a former aide to Rep. Henry Waxman (D-Calif.), who is serving the remainder of former Commissioner Bill Magwood's term -- about a year. Baran was criticized by Republicans during the nomination process for his lack of regulatory experience.

Vitter said of both Baran and Burns during the confirmation process that although the nominees' "dedication to public service is clearly demonstrated, I question the potential of their contribution to the Nuclear Regulatory Commission." Vitter's criticism was shared by Sen. Jeff Sessions (R-Ala.), who said Baran didn't grasp the independent nature of the NRC and questioned Burns' legal advice to Jaczko.

Burns was general counsel under Jaczko and defended his decision to assume "emergency powers" after the Fukushima accident, which was the primary factor for the turmoil three years ago at the agency.

Burns was the head of legal affairs for the Organization for Economic Cooperation and Development, where he went after working as NRC general counsel from 2009 to 2012. He had been at the nuclear

agency since 1978 in the roles of deputy general counsel; associate general counsel for hearings, enforcement and administration; and executive assistant for then-NRC Chairman Kenneth Carr in the late 1980s (*E&E Daily*, July 23).

"Burns has been there a long time, has experience, but ... Jaczko's assumption of emergency powers after Fukushima was one of the most extreme abuses of power I've seen in government," Sessions said during the confirmation process. "This was the lawyer that advised him that he had the power to do it."

But other industry insiders agree Burns is the only current prospect with managerial experience and the likely Reid support necessary to be chosen by the White House for the top position.

Reid "is going to get his guy," said Mike McKenna, an energy lobbyist and GOP strategist. "And make no mistake, Burns is his guy."

EPA:

Deputy chief of staff stepping down

Robin Bravender, E&E reporter

Published: Wednesday, October 22, 2014

Arvin Ganesan, one of U.S. EPA chief Gina McCarthy's top advisers, is leaving the agency.

Ganesan, McCarthy's deputy chief of staff, who has been an EPA political official since early in the Obama administration, is leaving the agency to join an industry association that promotes "advanced" energy technologies.

PEOPLE

He'll be vice president for federal policy at Advanced Energy Economy, a relatively new Washington, D.C.-based trade group that promotes energy efficiency, natural gas electric generation, solar, wind, nuclear, electric vehicles, biofuels and other energy technologies with the stated goal of "making the global energy system more secure, clean and affordable." Members include some big-name companies like Microsoft, General Electric, Verizon and Philips.

"I'll be providing advice to the companies on how to engage with Congress and with the administration," Ganesan said yesterday in an interview.

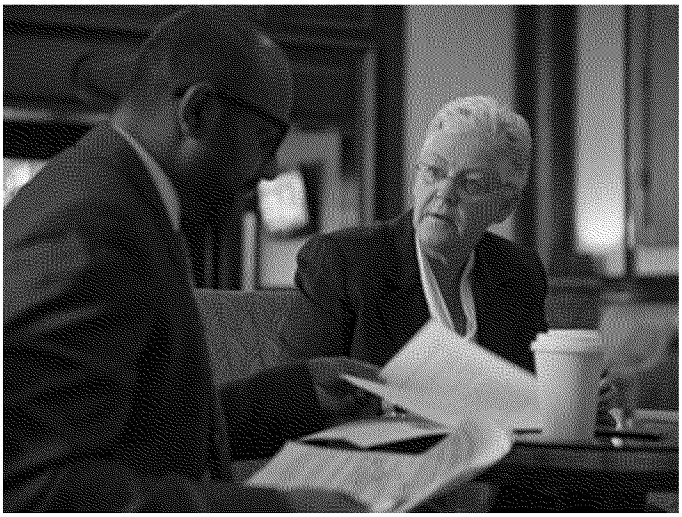
AEE CEO Graham Richard said today in a statement that Ganesan will be "a tremendous asset as we work with Congress and the administration to create a prosperous future powered by secure, clean, affordable energy."

Ganesan started at EPA in 2009 as deputy associate administrator for congressional affairs under David McIntosh, who then led the congressional affairs shop. When McIntosh left in 2011 to become a lobbyist at Siemens Corp., Ganesan was promoted to take his place. In July 2013, shortly after being confirmed as EPA chief, Gina McCarthy promoted Ganesan again to be her deputy chief of staff for policy.

Prior to joining EPA, Ganesan worked on Capitol Hill as a senior policy adviser to the late Sen. Frank

Lautenberg (D-N.J.). It was there that he first worked with former EPA chief Lisa Jackson, who was at the time commissioner of New Jersey's Department of Environmental Protection.

As McCarthy's deputy chief of staff, Ganesan's portfolio included managing science-related issues, several different water policy topics and climate adaptation matters. He worked extensively on an EPA proposal to specify which waters should get Clean Water Act protection, which he said is in capable hands at the agency.



Arvin Ganesan speaking with EPA Administrator Gina McCarthy as she prepared to give a speech earlier this year. Photo courtesy of U.S. EPA.

"I think that the administrator has made very clear her desire to clarify the scope of the Clean Water Act, and the rule is still in public comment right now," Ganesan said. "I feel very confident that the administrator's desire, as well as the talent in the agency -- including Ken Kopocis, who's the deputy administrator in the Office of Water -- will be able to see this rule through to the end."

Ganesan said he has "no doubt that EPA under Gina McCarthy's leadership will remain highly successful and important."

His last day at EPA is Oct. 31; he's slated to start at AEE on Nov. 4.

Tom Reynolds, associate administrator of EPA's public affairs office, said the agency hasn't yet selected a replacement for Ganesan. "The administrator is still reviewing that," he said. "There is a plethora of talented staff here at the agency. While we will miss Arvin deeply, we're pretty confident we're not going to miss a beat."

CLIMATE:

Senate-voting states don't like EPA power plant rule -- industry poll

Jean Chemnick, E&E reporter

Published: Wednesday, October 22, 2014

This story was updated at 2:28 p.m. EDT.

Voters in states with competitive Senate races this year are more wary of U.S. EPA's proposed Clean Power Plan than the national average, according to a new industry-backed poll.

The poll was released today by the Partnership for a Better Energy Future, a coalition of anti-regulatory industry groups led by the National Association of Manufacturers and U.S. Chamber of Commerce that was created early this year to oppose EPA's greenhouse gas rules.

It found that voters registered in 11 Senate battleground states were highly aware of EPA's proposal for existing power plant greenhouse gas emissions and responded negatively when presented with economic and reliability consequences that the poll said could follow from the draft.

The survey by Paragon Insights included 1,340 likely voters nationwide and broke out results for Arkansas, Colorado, Florida, Georgia, Iowa, Kentucky, Missouri, Montana, Pennsylvania, Tennessee and Virginia.

Voters were asked whether a series of "possible scenarios" would make them more or less likely to oppose the rule. Eight of the scenarios were negative or mostly negative, and one -- "the new regulations could allow for expansion of the green technology industry" -- was positive.

Forty-seven percent of voters nationwide said they opposed the regulations, but voters in many of the Senate battlegrounds expressed stronger opposition.

The coal states of Kentucky, Montana and Virginia had a substantial segment of voters who were likely to have heard at least something about the EPA draft -- 60 percent for Kentucky, 59 percent for Montana and 58 percent for Virginia, compared with a national average 55 percent.

Voters from Montana and Virginia had stronger reactions to the pollster's suggestion that the rule would result in "job losses in your state" -- 57 percent for Virginia and 60 percent in Montana. Fifty-two percent of respondents nationally said they would be less likely to support the rule if it resulted in job losses in their states. Interestingly, 50 percent of voters in Kentucky, where opposition to the EPA rule is a cornerstone of Senate Republican Leader Mitch McConnell's re-election campaign, said that knowledge would strengthen their opposition.

The U.S. Chamber and NAM touted the poll as yet more evidence that EPA's rule is not popular with voters.

"A self-inflicted wound like this threatens the comeback underway in the manufacturing sector and makes it harder for manufacturers to compete, expand and create jobs," said NAM CEO Jay Timmons.

"EPA's push to implement one of the most complicated and costliest rules in history is creating real concerns across the country that should not be ignored," said Karen Harbert, president and CEO of the chamber's Institute for 21st Century Energy.

But the Climate Action Campaign pointed to recent polling showing that the rule is popular with voters and blasted the industry partnership for conducting a "flawed" survey "designed to prop up the false notion that Americans want dirty air filled with carbon pollution."

"This is nothing more than a brazen push poll -- paid for by wealthy polluters," said Pete Altman, climate campaign director for the Natural Resources Defense Council. "And even so, they failed to produce a majority to oppose limits on carbon pollution."

The industry poll was conducted Oct. 3-9. It had a 2.7-point margin of error, though no information was

given about the partisan breakdown of the voters surveyed.

NEW HAMPSHIRE:

Shaheen, Brown clash over climate, nukes; both duck carbon tax talk

Nick Juliano, E&E reporter

Published: Wednesday, October 22, 2014

Sen. Jeanne Shaheen (D-N.H.) and Republican challenger Scott Brown tussled over nuclear power and climate change in the first televised debate of their campaign last night.

The tight race between Shaheen, who is fighting for her second term, and Brown, the former half-term Massachusetts senator, could determine which party controls the upper chamber next year, along with a handful of other close races. Discussion of energy and climate issues occupied a relatively small portion of the debate, which also touched on Ebola, the economy, immigration and health care policy, among other areas.

The two candidates mostly exchanged well-honed attacks. Brown accused Shaheen of "paving the way for a national energy tax," also the subject of a TV ad the campaign unveiled this week. Shaheen said Brown's top priority was voting for "subsidies for oil companies." The Brown attack is premised on Shaheen's 2013 vote for a nonbinding amendment to the budget resolution that would have directed revenues from a carbon tax be returned to the people. Shaheen was referring to a pair of votes Brown took against Democratic bills that would have eliminated a variety of tax incentives enjoyed by oil and gas drillers.

On climate change, the candidates staked out different views when asked whether they agreed with most scientists that human activity was to blame. Shaheen said it was "man-made, from burning fossil fuels," while Brown said, "I think it's a combination approach, man-made and natural."

Moderator Chuck Todd, the host of NBC's "Meet the Press," pressed the candidates on whether the government should ever put a price on carbon emissions to control climate change, at one point even noting that most energy producers assume such a fee will eventually be imposed.

"Oil companies are budgeting for it, should they be?" Todd asked in the midst of a protracted exchange on the issue.

Still, neither candidate would directly grapple with whether a carbon tax would ever be necessary. Shaheen reiterated her support for an "energy strategy" that would focus on energy efficiency and alternative sources while eliminating "subsidies for oil companies." Brown returned to his attack on Shaheen for supporting "cap and trade" and an "energy tax" that he said would harm the economy but would not say how he would deal with climate change.

"I'm not going to talk about whether we're going to do something in the future," Brown said. "We need to deal with these issues now."

Earlier, the two shared a terse exchange over nuclear power, when Brown said as part of a litany of criticisms that Shaheen "is against nuclear."

"No I'm not," Shaheen interjected. "Where did you get that?"

Brown said he was referring to her prior opposition to opening the Seabrook nuclear power station in the state, which entered operation in the 1990s.

New Hampshire Republicans also accused Shaheen of flip-flopping on nuclear power in her first run for the Senate in 2008, pointing to statements she made as a Democratic activist in the 1980s, when she was managing the campaign of an anti-nuclear candidate for governor, according to press reports from the time. Shaheen's campaign said at the time the statements were taken out of context and that she recognized nuclear power as part of the mix but that it should not be subsidized or expanded until waste is addressed.

In the debate last night, Brown, apparently relying on the same history, said Shaheen "made an effort to stop" the power plant. Shaheen responded that she was "not in office at the time," and her challenger moved on to another topic.

NORTH CAROLINA:

Tillis tacks slightly toward center on climate change

Daniel Bush, E&E reporter

Published: Wednesday, October 22, 2014

North Carolina Republican Senate nominee Thom Tillis shifted more toward the center on climate change yesterday, saying the argument is still out on the causes of global warming.

In an hourlong appearance on a local television news show, Tillis, the state House speaker, distanced himself from comments he made during a Republican primary debate that climate change doesn't exist.

"The reality is that climate does change over time," said Tillis, who is running against Sen. Kay Hagan (D) in one of the country's closest Senate races. "The argument is over to what extent human factors are involved and what can we do to influence it."

The news show was intended to be a debate between Tillis and Hagan, but Hagan declined to participate, leading event sponsor Time Warner Cable to recast the program as "A conversation with Thom Tillis" on topics ranging from energy to education and same-sex marriage.

While Tillis adopted a more moderate tone on climate change, he still went after Hagan and President Obama for environmental policies that he said have led to cuts in domestic energy production and jobs.

Approving the Keystone XL pipeline and offshore drilling projects would help turn the United States into an "energy superpower" capable of exporting energy to Western Europe and elsewhere, Tillis said.

"We have to look at anything we can do to reduce any human contributions to greenhouse gases, but this president is overreaching, and Sen. Hagan is supporting him," he added.

Tillis also criticized U.S. EPA's proposed power plant regulations, claiming that they would cost 600,000 jobs and "millions and billions of dollars" over time.

"I love being outdoors, I love clean air, I love clean water," said Tillis, who said he has a camping trip planned for after the election. "It's a matter of just how far you have to go to ensure that we have that clean and healthy environment."

Hagan's campaign released an online statement as soon as Tillis went off air claiming he couldn't "even win a debate with himself."

"It's clear Kay is the only candidate in this race who will put North Carolina's best interests first," said Hagan campaign spokeswoman Sadie Weiner.

The solo debate came as both candidates race to the finish line in the most expensive Senate race in the country. Outside groups have spent a combined $55 million attacking Hagan and Tillis, who remain locked in the polls with less than two weeks to go before next month's election.

In a boost for Hagan, the League of Conservation Voters Victory Fund today announced a new $4.2 million ad and get-out-the-vote campaign to help re-elect Hagan.

LCV's effort will include a $2.2 million voter outreach program and two new television ads highlighting Tillis' opposition to environmental protections and the support his campaign has received from outside groups linked to the oil magnates Charles and David Koch.

One of the ads slams Tillis for backing a bill in the state Legislature that environmentalists say won't do enough to hold Duke Energy Corp. accountable for a coal ash spill in the state earlier this year.

Last month, the environmental group named Tillis to its "Dirty Dozen" list of candidates with weak environmental records. The list also includes Republican Senate nominees Joni Ernst (Iowa) and Cory Gardner (Colo.).

AIR POLLUTION:

Appeals court backs EPA on regional haze program

Amanda Peterka, E&E reporter

Published: Wednesday, October 22, 2014

A federal court yesterday affirmed EPA's approval of a regional cap-and-trade program for sulfur dioxide emissions in the Colorado Plateau over objections by environmentalists.

The 10th U.S. Circuit Court of Appeals ruled that EPA acted within the bounds of the Clean Air Act when it found that the program would achieve necessary visibility improvements in nearby national parks and wildernesses.

A coalition that included WildEarth Guardians, the National Parks Conservation Association and the Sierra Club had challenged the program, arguing that it would allow regional coal-fired power plants to emit more SO2 than plants in other areas of the country.

"We conclude that the EPA's decision was neither arbitrary nor capricious," Circuit Judge Robert Bacharach wrote yesterday in an opinion rejecting the groups' petitions for review.

The lawsuit centered on a cap-and-trade program adopted by New Mexico, Utah, Wyoming, and New Mexico's Albuquerque and Bernalillo County to reduce regional SO2 emissions.

Through the program, polluters were given ceilings for SO2 emissions; if they cut pollution below those ceilings, they could trade the unused portions of their allocations with other emitters. The program established milestones for SO2 reductions through 2018.

A Grand Canyon Visibility Transport Commission mandated by Congress and established by EPA to assess regional haze pollution in the Grand Canyon region had recommended such a cap-and-trade program.

EPA in 2012 determined that the program satisfied Clean Air Act requirements for pollution sources to reduce pollutants linked to poor visibility at national parks and wildernesses. The agency approved the trading program in lieu of the installation of best available retrofit technology, or BART, finding that the plan would yield greater improvements in visibility.

In their lawsuit, environmentalists argued that EPA should not have approved the trading program. They said that it did not achieve greater visibility progress than would be achieved if EPA required the installation of control technologies at coal-fired power plants in the region. They also faulted the program for not encompassing all the states in the region and said that New Mexico did not properly analyze emissions from one of its coal plants.

The court rejected all the environmental groups' arguments.

Western utilities had intervened in the lawsuit on behalf of EPA, while the American Coalition for Clean Coal Electricity participated in a friend-of-the-court brief.

In a statement yesterday, the environmental groups said that the court's decision would allow eight of the oldest and dirtiest coal-fired power plants in the region to release as much as double the SO2 that other coal plants in the country are allowed to emit.

"Coal-fired power plants polluting the Colorado Plateau should be held to the same pollution control standards required elsewhere," Earthjustice attorney Jenny Harbine said in a statement. "There is no excuse for these plants to get a free pass to foul the air over our nation's treasured national parks and wilderness areas."

BIOFUELS:

Watchdog sues EPA over 2014 RFS documents

Amanda Peterka, E&E reporter

Published: Wednesday, October 22, 2014

A nonprofit legal watchdog yesterday launched a lawsuit against U.S. EPA accusing the agency of failing to respond to a request for documents related to the renewable fuel standard.

Citizens for Responsibility and Ethics in Washington had requested documents under the Freedom of Information Act tied to the agency's shaping of the 2014 mandates for renewable fuels. In a complaint filed yesterday in the U.S. District Court for the District of Columbia, the group said that EPA had failed to respond within the required 20 business days after it filed the request.

"By failing to release the records as plaintiff specifically requested, defendant violated the FOIA," the complaint says.

Last November, EPA for the first time proposed to roll back the nation's mandates for ethanol and advanced biofuel use in 2014, largely on the grounds that there's a technical limit to the amount of ethanol that can be used in gasoline (*Greenwire*, Nov. 15, 2013).

In May, CREW filed a Freedom of Information request with the agency seeking external and intra-agency communications records related to the proposed rule. The FOIA request was prompted by a Reuters article that detailed lobbying by the Carlyle Group and Delta Air Lines Inc. to reduce the RFS mandates.

In filing the request, CREW said it was concerned that the agency had allowed itself to be improperly influenced over the rule.

EPA denied CREW's plea that it expedite the request for records, saying in a June letter that the group had not demonstrated that swift action was needed. According to the complaint, CREW and EPA had a series of exchanges about the scope of the request that led to a Sept. 26 release of documents covering only the calendar year 2013. EPA told the group that it continued to work on the rest of the request but did not provide an expected date of completion.

In a statement today, CREW charged that EPA was allowing politics to shape the 2014 renewable fuel targets. CREW asked the court to compel EPA to "immediately" release the requested records.

"Is the EPA slow-walking its release of these documents because it does not want the public to learn how political the RFS has become?" CREW Executive Director Melanie Sloan asked in a statement. "The RFS should be based on sound energy policy, not politics. CREW's lawsuit will shed light on what really went on at the EPA."

CREW has also called on EPA's inspector general to launch an investigation into whether groups connected with Pennsylvania refineries improperly influenced the agency over the 2014 rule (*E&ENews PM*, May 22).

The final 2014 RFS rule has been at the White House for review since August. Industry observers believe that the agency will release it after the midterm elections.

EPA did not comment on the lawsuit but said it was still working on the FOIA request.

CARBON CAPTURE:

DOE-backed project turning Texas plant's CO2 into baking soda, bleach

Katherine Ling, E&E reporter

Published: Wednesday, October 22, 2014

Carbon emissions from a Texas cement plant are being captured and converted to baking soda and bleach under a new demonstration project funded by the Energy Department.

Skyonic Corp. unveiled its $125 million facility and technology yesterday for removing 300,000 tons of CO2 annually at the Capitol Aggregates cement plant in San Antonio and replacing additional carbon needed to make bleach and baking soda.

The commercial options for captured CO2 emissions have been focused mostly on injections to propel oil from depleted wells. Widening options for captured emissions is key to generating revenue for developing commercially viable CO2 technologies.

The Capitol SkyMine plant is expected to generate about $48 million in revenue and $28 million in annual earnings from its products and create 40 permanent full-time jobs, the company said.

DOE provided $28 million of the 2009 stimulus funds to help finance the $40 million technology and provide support for testing and modeling.

The technology has been designed to be retrofitted to existing coal-burning power plants, but it could also be used for cement, glass, steel and natural gas plants, DOE said.

Skyonic is also looking into using the captured carbon as a feedstock for algae, according to the agency.

"Today's announcement demonstrates the range and potential for carbon capture technologies," Energy Secretary Ernest Moniz said in a statement. "Through this partnership, the department has shown its commitment to finding innovative uses for carbon that can have a positive impact on the economy while also reducing carbon emissions."

The SkyMine process can capture up to 90 percent of CO2 emissions and has scrubbers that also remove sulfur oxides, nitrogen oxides, and mercury and other heavy metals, Skyonic said.

Skyonic CEO and founder Joe Jones said in a statement that the new technology was a "smart business decision that makes money."

"Our business partners can use this technology to meet emissions requirements, replace costly scrubbing technologies and increase revenues. Skyonic is proud to partner with Capitol Aggregates to launch Capitol SkyMine, which will transform greenhouse gases into profits and change the way we all look at emissions."

FINANCE:

N.Y. green bank steers $800M to 7 'clean energy' projects

Colin Sullivan, E&E reporter

Published: Wednesday, October 22, 2014

NEW YORK -- Gov. Andrew Cuomo (D) today revealed the first seven projects to be funded by his state's "green bank," totaling $800 million worth of private and public investments.

Though the deals are not yet closed, Cuomo announced the participants in and the developers of the first seven projects to be financed by the ambitious financing mechanism, which will seek to route more than $1 billion to the state's "clean energy" sector in the years ahead.

The green bank's initial public investment of $200 million in these projects has been matched by $600 million from a high-profile list of financial institutions, among them Bank of America Merrill Lynch, Citi, Deutsche Bank and First Niagara Bank.

The idea is to attract the private funds to projects that would otherwise have trouble accessing money to get the work off the ground. The first seven investments will fund a small-scale solar project in Lackawanna, N.Y., co-generation facilities in New York City and energy efficiency projects across the state, among others.

Rather than providing grants, the green bank seeks to set up mechanisms to ease market anxiety about

funding these sorts of unproved assets. The tools are set up by the New York State Energy Research and Development Authority (NYSERDA), which is run by former Goldman Sachs partner Richard Kauffman, and include such mechanisms as credit enhancement, loan loss reserves and loan bundling.

A NYSERDA memo on the projects announced today said the clean energy sector usually fails to attract capital due to federal policy uncertainty, insufficient performance data and the lack of publicly traded capital markets for their sectors.

Cuomo sought to emphasize in a news release that the money will be paid back to the state and the lending institutions at fair market rates.

"The state's contribution to these projects will support jobs and economic activity in our communities, and it is helping to grow the market for clean technology in New York by paving the way for more frequent and accessible funding going forward," he said in a statement that also claimed an annual reduction of 575,000 tons of carbon dioxide through the projects.

The announcement comes as Cuomo is set to square off tonight with Republican rival Rob Astorino, the Westchester County executive, in their last debate before next month's election. Cuomo is so far polling well ahead of Astorino and yesterday secured the endorsement of the New York League of Conservation Voters, which cited his work on the green bank (*E&ENews PM*, Oct. 21).

Cuomo's office says the deals announced today should be closed by the end of the year.

The seven projects include:

- A deal involving First Niagara, M&T Bank and BQ Energy to develop a 4-megawatt, ground-mounted solar energy project on the former Bethlehem Steel Mill site in Lackawanna. The site is also a brownfields cleanup project.

- Financing for Ameresco Inc. to develop commercial and industrial energy efficiency and distributed generation and "fill gaps" in financing for its projects.

- A Bank of America Merrill Lynch arrangement with the green bank to design better energy efficiency financing products.

- A deal with Citi to fund Renewable Funding LLC's "warehouse for energy efficiency loans" program, which expands availability of energy efficiency loans for homeowners.

- Funding for GreenCity Power, provided in part by Tulum Management, to back co-generation projects in New York City. GreenCity Power projects will focus on small-scale co-gen plants for hospitals, hotels and office buildings.

Click here for more details on all seven projects.

ELECTRICITY:

Backup grids ensure reliability at military bases

Published: Wednesday, October 22, 2014

Military bases across the country are working to develop their own power grids to protect themselves from

hackers, terrorists and natural disasters.

The Marine Corps Air Ground Combat Center in Twentynine Palms, Calif., is almost done building a system of small power plants, solar panels, batteries and diesel generators that will allow the base to operate even if there is a service interruption from Southern California Edison.

"A lot of bases want what we've got," said Gary Morrissett, the base's energy manager.

Military officials say they are more dependent than ever on a steady flow of electricity, because even bases in the United States need to be in constant connection with forces overseas. Concerns are also heightened in the aftermath of an attack that disabled a San Jose, Calif.-area electrical substation when unidentified shooters fired guns at 17 transformers.

"When I was a major in the first Gulf War, we went over there without computers or email," said Greg Bean, a retired Army colonel who is now the director of public works at Fort Bragg in North Carolina. "Now, if you lose a server, your operations almost cease" (Rebecca Smith, *Wall Street Journal*, Oct. 21). **-- SP**

SOLAR:

Utilities edge into market for rooftop panels

Published: Wednesday, October 22, 2014

Large utility companies are expanding into the residential solar market as they try competing with the industry they once viewed as a threat.

If the trend holds, utilities' financial resources and access to customers have the potential to greatly expand the use of solar energy, which by some estimates powers about 500,000 homes and businesses in the United States.

In Arizona, the state's largest utility has proposed putting solar panels on the homes of 3,000 customers in exchange for savings on their power bills.

Arizona Public Service proposed spending $70 million on the installations, and Tucson Electric Power proposed giving customers a fixed rate for electricity in exchange for letting the utility install rooftop solar panels.

Solar companies are fighting the utilities' shift in strategy. The Alliance for Solar Choice, an industry group, says utilities have an unfair advantage over their companies because state regulators guarantee them certain profit margins on the sale of electricity. That gives them a leg up to use those profits to invest in solar ventures, the group contends.

Still, the solar market has received millions in government support -- including a new deal with New York state to provide $750 million in infrastructure and equipment purchases for a SolarCity factory (Nichola Groom, Reuters, Oct. 22). **-- SP**

SOLAR:

Corporations offer employees PV perks

Published: Wednesday, October 22, 2014

A number of major companies are adding solar energy system discounts to their lists of employee benefits.

The Solar Community Initiative, announced today, will give more than 100,000 employees of Cisco Systems Inc., 3M Co., Kimberly-Clark Corp. and *National Geographic* substantially lower rates at which to buy or lease solar panels for their homes, with options for friends and family.

After offering deep discounts to its own employees last year, the World Wildlife Fund reached out to corporate partners with the program using cost-comparison site Geostellar, which benefits the virtual marketplace by helping drive down the high costs of solar operations.

Following up other corporate partnerships like the one between SolarCity Corp. and Honda Motor Co., the companies have already seen interest in the program, which reduces the average U.S. base cost of a solar system by almost 34 percent.

It also fits in smoothly with sustainability initiatives already in place.

"I get the emails: 'Why aren't we recycling this?' or 'Why don't we have 45,000 more electric vehicle charging stations?'" said Ali Ahmed, who manages energy and sustainability at Cisco. "So we had a really good feeling that our employees would engage and latch onto this kind of discount" (Diane Cardwell, *New York Times*, Oct. 22). **-- DTB**

AUTOS:

Ford to roll out all-aluminum truck in December

Published: Wednesday, October 22, 2014

In December, Ford will release a new F-150 that is the first high-volume vehicle with all-aluminum body panels, which experts say is a gamble.

Ford is advertising improvements in efficiency, performance, towing and hauling. But no company has ever attempted to manufacture an aluminum vehicle on such a grand scale. The company invested $1.4 billion into two factories that are producing the lightweight trucks. Previous models of F-150s have been bestsellers for the company.

Competitors such as General Motors and Ram are already cutting prices of their vehicles to attract disaffected Ford owners and new buyers.

One of the main issues against the new aluminum-built vehicles is that insurance and repair costs are unknown. Aluminum is difficult to manufacture at high quality.

"When you combine the enormous upfront cost to install new machinery with the added risk of a higher-cost material on your highest-volume vehicle, it's a risky proposition," said Andrew Lane, an analyst specializing in aluminum and steel at Morningstar Inc. "This is a milestone for the auto industry."

Auto brands such as Audi, Jaguar and Land Rover have used aluminum metals as the primary metal of cars, but these brands produce high-dollar luxury vehicles and are dwarfed in sales by Ford.

Last year, Ford sold 510,000 F-150 trucks, according to registration data from IHS Automotive. The new

2015 model will start at $26,615. The aluminum Range Rover, which starts at $84,225, sells an average of 12,000 vehicles per year.

"This is way too big to fail," said Dave Sullivan, an analyst at AutoPacific. "Obviously, Ford feels aluminum is the way to go. We just don't know if the quality will stay where it needs to."

The move isn't the first time Ford has taken a risk. In 2011, the company shocked many in the industry by introducing a turbocharged EcoBoost V-6 that had the power and towing capability of a V-8, but with noticeably better fuel economy (David Undercoffler, *Los Angeles Times*, Oct. 22). **-- MH**

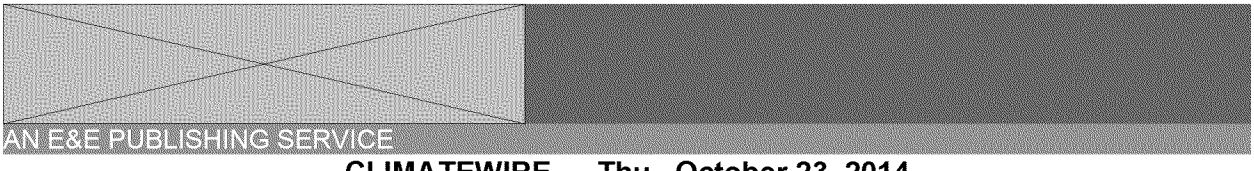
CLIMATE:

U.S. adaptation plans show varied success in states

Published: Wednesday, October 22, 2014

A new online tool released by the Georgetown Climate Center measures progress states are making in implementing measures to address climate change. How are states balancing adaptation goals with economic growth? During today's OnPoint, Jessica Grannis, adaptation program manager at the Georgetown Climate Center, discusses the tool and accompanying research demonstrating mixed success among states.

Click here to watch today's OnPoint.



CLIMATEWIRE — Thu., October 23, 2014

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Researcher probes saltwater intrusion into Calif.'s coastal groundwater supplies

MONTEREY, Calif. -- Here, in one of the most picturesque parts of California's long Pacific Coast, researchers are investigating what could be a large and contentious unknown: the groundwater that lies beneath the shoreline.

2.BUSINESS:

Companies begin to offer discounted solar energy as a worker benefit

For a handful of large U.S. companies and organizations, employee benefits are extending beyond the three-legged stool of health care, retirement and vacation to include clean energy delivered to employees' homes at little or no upfront cost.

TODAY'S STORIES

3.STATES:

Energy efficiency grew across U.S. in 2013, despite some setbacks

4.NEGOTIATIONS:

Energy security becomes a factor in E.U. emissions target talks

5.FORESTS:

Brazil protects 1.65M acres of Amazon forest

6.TRANSPORTATION:

DOE issues updates to emission, energy accounting tools for transportation sector

7.NATIONS:

Climate change boosts fire frequency, but Australia's PM calls the link 'hogwash'

8.NEGOTIATIONS:

Portugal could block E.U. climate deal in push for energy connectivity

9.WORKFORCE:

Nonbinding E.U. clean energy targets could lead to job loss -- unions

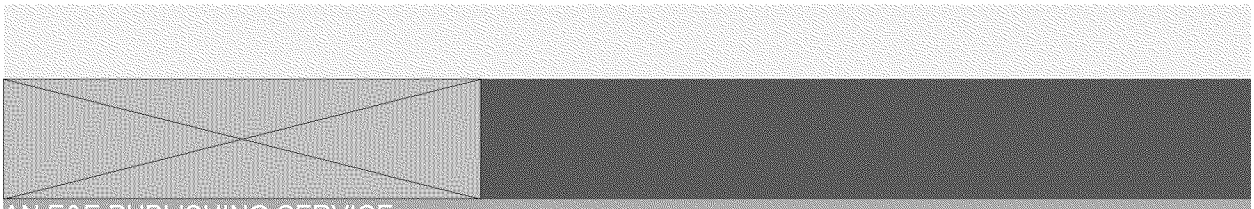
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Pacific approaches El Niño conditions -- NOAA, Australian meteorology bureau

E&ETV'S ONPOINT

11.TRANSPORTATION:

Environmental Law and Policy Center's Learner urges lawmakers to move transportation policy to reduce emissions



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ENERGYWIRE — Thu., October 23, 2014

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1.OIL AND GAS:

Drilling's worker safety record bodes ill for public health

Worker safety is perhaps the only place where the oil and gas industry's safety record can be lined up next to other industries and compared. It's gotten better, but with a fatality rate that topped coal mining's in 2012, drilling stacks up badly. Public health and worker safety experts say that's a bad sign for people living amid frack tanks, rigs and truck traffic that come with the U.S. drilling boom.

TOP STORIES

2.OIL:

Analysts see upside to crude's price slide

3.CAMPAIGN 2014:

Cuomo pledges to 'let the scientists decide' on N.Y. fracking during final debate

4.GRID:

Ill. regulators, utilities eye winter readiness in wake of polar vortex

ELECTRICITY

5.SOLAR:

Outside groups win big in Ga. initiative

OIL AND GAS

6.GAS EXPORTS:

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New chemical report just a retread of Halliburton loophole debate -- industry

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Total appoints new 2 new leaders in wake of CEO's death

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China takes less oil from Saudi Arabia as cheaper options emerge

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University gets $58M to go after methane hydrates

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13. TRANSPORTATION:

Environmental Law and Policy Center's Learner urges lawmakers to move transportation policy to reduce emissions

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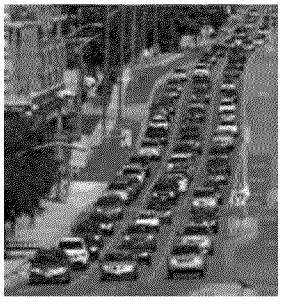
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Cc: Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]; Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Rodgers, William (EEO)
Sent: Thur 10/23/2014 7:35:54 PM
Subject: VW Group Ex. 4 - CBI

Hello Jim,

Ex. 4 - CBI

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

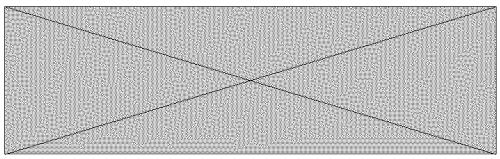
william.rodgers@vw.com

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Automotive News
Sent: Thur 10/23/2014 8:26:31 PM
Subject: P.M. NEWSCAST: Wrangler to stay body-on-frame, likely in Toledo | GM tackles 'headwinds' | UAW sets VW goal | Ford gives Hot Wheels an EcoBoost

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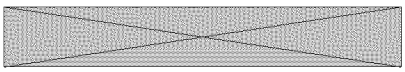
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From: Thomas, Richard (EEO)
Sent: Fri 10/24/2014 11:37:14 AM
Subject: 2015 e-Golf Monroney Label Sample
BE13B1 - 2015 e-Golf SEL Premium ZEV - BE1BTEST01EN00023.pdf

Hi Dave;

They finally corrected all the formatting issues with this first ever BEV. I checked the QR code and it brought me to the website with no problems. I have approved this label for release with our logistic folks. They will begin to ship cars to selected Volkswagen dealers during the first week in November.

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

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Who better to get you into a Volkswagen than us? **Volkswagen Credit**
Das Auto.

To: LOWE, DEBBIE[Lowe.Debbie@epa.gov]; Adeduro, Kingsley[Adeduro.Kingsley@epa.gov]; Chew, Andrew[Chew.Andrew@epa.gov]; Chan, Janice[Chan.Janice@epa.gov]; Zellinger, Andrew[Zellinger.Andrew@epa.gov]; Salazar, Matt[Salazar.Matt@epa.gov]; Jones, Joel E.[Jones.Joel@epa.gov]
Cc: Haber, Matt[Haber.Matt@epa.gov]; Werner, Jacqueline[Werner.Jacqueline@epa.gov]
From: Kaul, Meetu
Sent: Fri 10/24/2014 4:02:08 PM
Subject: Next week's visit to R9 - Time for informal meeting with mobile, marine and defeat device folks?

Hi all,

Jacqueline Werner and I will be accompanying Phill Brooks to your offices next week as he does some transitioning work with Matt Haber and all of you. We'll be in the R9 office on Tuesday 10/29 (and maybe Wed 10/30 in the morning).

To the extent that any of you are available for informal meet and greets in the afternoon, we would very much look forward to that. It would give us a bit more time with each other than the one-hour meeting Phill and Matt have scheduled for the morning.

See you all next week!

-Meetu

Ms.Meetu Kaul, Attorney-Advisor
United States Environmental Protection Agency
Office of Civil Enforcement - Air Enforcement Division
WJC South, Room 1117B
1200 Pennsylvania Ave., N.W. (MC 2242A)
Washington D.C. 20460 (Courier 20004)
Direct: 202-564-5472
Fax: 202-564-0069
Email: kaul.meetu@epa.gov

To: Kaul, Meetu[Kaul.Meetu@epa.gov]
From: Chew, Andrew
Sent: Fri 10/24/2014 4:02:09 PM
Subject: Automatic reply: Next week's visit to R9 - Time for informal meeting with mobile, marine and defeat device folks?

I am out of the office until Monday, 10/27. I will not be able to access e-mails while I'm away; however, I'd gladly return your email upon my return. If you need immediate assistance, please contact my manager, Matt Salazar, at (415) 972-3982 or salazar.matt@epa.gov. Thank you.

To: Kaul, Meetu[Kaul.Meetu@epa.gov]
From: Salazar, Matt
Sent: Fri 10/24/2014 4:02:10 PM
Subject: Automatic reply: Next week's visit to R9 - Time for informal meeting with mobile, marine and defeat device folks?

I am out of the office.
I will not be checking messages, but will return your email upon my return to the office.

To: Kaul, Meetu[Kaul.Meetu@epa.gov]
From: Chan, Janice
Sent: Fri 10/24/2014 4:02:11 PM
Subject: Automatic reply: Next week's visit to R9 - Time for informal meeting with mobile, marine and defeat device folks?

I am out of the office through Friday, October 22. I will check my messages as soon as I return to the office.

If you have any questions regarding, please contact Debbie Lowe at lowe.debbie@epa.gov, or Matt Salazar at salazar.matt@epa.gov.

Thank you,

Janice

To: Kaul, Meetu[Kaul.Meetu@epa.gov]
From: Concur Travel
Sent: Fri 10/24/2014 5:03:53 PM
Subject: Concur Itinerary 10/27/2014: TRIP FROM WASHINGTON TO SAN FRANCISCO (Q8FNDO)
IAD-SFO.ics
SFO-IAD.ics
Hotel Carlton.vcf

Trip Overview

Trip Name: Trip from Washington to San Francisco
Start Date: Oct 27, 2014
End Date: Oct 29, 2014
Created: Oct 17, 2014, MEETU KAUL (Modified: Oct 24, 2014)
Description: To meet with Region 9 mobile, marine and defeat device teams to conduct succession planning due to Matt Haber retirement
Agency Record Locator: Q8FNDO
Ticket Number(s): 0167540301269
Passengers: Meetu Kaul
Total Estimated Cost: **$1,093.14 USD**

Reservations

Monday, October 27, 2014

Flight Washington, DC (IAD) to San Francisco, CA (SFO)

United 1072

Departure: 12:33 PM
Seat:26B (Confirmed)
Washington Dulles Intl (IAD)
Arrival: 03:33 PM
San Francisco Intl Arpt (SFO)

Confirmation: BMP1PM
Status: **Confirmed**

Additional Details

Distance: 2411 miles

Emissions: 940.3 lbs CO_2

Cabin: Economy (Y)

Remarks

NO FREQUENT FLYER NUMBER IN YOUR PROFILE FOR CARRIER BOOKED



Hotel Carlton

1075 Sutter Street
San Francisco, California, 94109
US
415-673-0242

Checking In: Mon Oct 27
Room 1, Days 2, Guests 1
Checking Out: Wed Oct 29

Confirmation: 59679SB046592
Status:**Confirmed**
Rate Code:A1KGOV

Additional Information

Daily rate: **$**278.10 **USD**

Total rate: **$**646.94 **USD**

Room Details

Room Description: RoomDescriptionCodeA1KGOV

Special Instructions: Nonsmoking

Remarks

JV40738ARR27OCT CXL:CXL-MODIFY BY 1500 HOTEL TIME ON 26OCT14-FEE 1



Wednesday, October 29, 2014



Flight San Francisco, CA (SFO) to Washington, DC (IAD)

United 1534

Departure: 12:55 PM
Seat:27F (Confirmed)
San Francisco Intl Arpt (SFO)
Arrival: 08:59 PM
Washington Dulles Intl (IAD)

Confirmation: BMP1PM
Status: **Confirmed**

Additional Details

Distance: 2411 miles

Emissions: 940.3 lbs CO_2

Cabin: Economy (S)

Total Estimated Cost

Air	
Ticket Number: 0167540301269:	**$446.20 USD**
Air Total Price:	**$446.20 USD**
Hotel:	**$646.94 USD**
Total Estimated Cost:	**$1,093.14 USD**

On-line Check-in
United Check-in

You can check-in on-line up to **24** hours before your flight. You may print your boarding pass at your home or office to avoid ticket counters and kiosks and go right to security. Click the Check-in button to find out more.

Confirmation:BMP1PM

Remarks

****
DUE TO RECENT CHANGES IN THE FY13 GOVERNMENT CITY-PAIR
PROGRAM/CPP YOUR AIR RESERVATIONS ARE SUBJECT TO
CANCELLATION BY THE AIRLINES IF NOT TICKETED AT LEAST
48 HOURS PRIOR TO SCHEDULED DEPARTURE.
PLEASE ENSURE ALL NECESSARY APPROVALS ARE PROCESSED IN
ACCORDANCE WITH YOUR AGENCYS BUSINESS RULES BUT NO LESS.
THEN 3 BUSINESS DAYS PRIOR TO DEPARTURE TO ENSURE TICKETING.
THIS 48 HOUR CANCELLATION RULE DOES NOT APPLY TO
INTERNATIONAL RESERVATIONS UNLESS YOUR TRIP HAS DOMESTIC
CONNECTIONS ON MORE THEN ONE AIRLINE OR THESE
RESERVATIONS REQUIRE SEPARATE AIR TICKETS.
****
A TRANSACTION FEE OF $07.30 HAS BEEN CHARGED TO YOUR CARD
THE TRANSACTION FEE NUMBER IS - 8900633955565
TICKET NUMBER - 7540301269
INVOICE NUMBER - 0004478
AIRFARE CHARGE - $446.20
TOTAL CHARGES INCL TRANS FEE - $453.5

Flight# UA1072 from IAD -> SFO
(6 hours)

20141027T163300Z

Version
2.0

METHOD
PUBLISH

Start Date/Time
20141027T163300Z

End Date/Time
20141027T223300Z

DTSTAMP
20141027T163300Z

Location

Summary
Flight# UA1072 from IAD -> SFO
(6 hours)

Description
Trip Overview
==========

Trip Name: Trip fr om Washington to San Francisco
Start Date: Oct 2 7, 2014
End Date: Oct 29, 2014
Created: Oct 17 \, 2014, MEETU KAUL (Modified: Oct 24, 2014)
Desc ription: To meet with Region 9 mobile, marine and defeat device teams to conduct succession planning due to Matt Haber retirement
Agency Record Loca tor: Q8FNDO
Ticket Number(s): 0167540301269
Pas sengers: Meetu Kaul
Total Estimated Cost: $ 1,09 3.14 USD

Reservations
==========
Monday, O ctober 27, 2014
~~~~~~~~~~~~~~~~~~~~~~~~

Fligh t Washington, DC (IAD) to San Francisco, CA (SFO) \n---------- -

United 1072

Departure: 12:33 PM
Seat: 26 B (Confirmed)
~~~~~~~~~~~~~~~~~~~~~~~~

Washington Dulles Intl (IAD)
Arri val: 03:33 PM
San Francisco Intl Arpt (SFO)
Conf irmation: BMP1PM
Status: Confirmed
Distance: 24 11 miles
Emissions: 940.3 lbs CO 2
Cabin: Economy (Y)
Remarks
NO FREQUENT FLYER NU MBER IN YOUR PROFILE FOR CARRIER BOOKED

Hotel Carlton

1075 Sutter Street
San Francisco, California, 94109
US
415-673-0242 \n
Checking In: Mon Oct 27
Room 1, Days 2, Gue sts 1
Checking Out: Wed Oct 29
Confirmation: 59679SB046592
Status: Confirmed
Rate Code: A1K GOV
Daily rate: $ 278.10 USD
Total rate: $ 646. 94 USD
Room Details
Room Description: RoomD escriptionCodeA1KGOV
Special Instructions: No nsmoking
Remarks
JV40738ARR27OCT CXL:CXL- MODIFY BY 1500 HOTEL TIME ON 26OCT14-FEE 1

Wed nesday, October 29, 2014
~~~~~~~~~~~~~~~~~~~~~~~~ ~~~

Flight San Francisco, CA (SFO) to Washingto n, DC (IAD)

United 1534

Departure: 12:55 PM
Seat: 27F (Confirmed)
San Francisco Intl Arp t (SFO)
Arrival: 08:59 PM
Washington Dulles Intl (IAD)
Confirmation: BMP1PM
Status: Confirmed
Distance: 2411 miles
Emissions: 940.3 lbs CO 2 \nCabin: Economy (S)

Total Estimated Cos t
==========

Air
Ticket Number: 0167540301269: $ 446.20 USD
Air Total Price: $ 446.20 USD
~~~~~~~~~~~~~~~~~~~~~~~~

Hotel: $ 646.94 USD
Total Est imated Cost: $ 1,093.14 USD

On-line Check-in \n
United Check-in

You can check-in on-line u p to 24 hours before your flight. You may print yo ur boarding pass at your home or office to avoid t icket counters and kiosks and go right to security . Click the Check-in button to find out more.

C onfirmation: BMP1PM

Remarks
=======
******** ************
DUE TO RECENT CHANGES IN THE FY13 G OVERNMENT CITY-PAIR
PROGRAM/CPP YOUR AIR RESERVA TIONS ARE SUBJECT TO
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PLEASE ENSURE ALL NECESSARY AP PROVALS ARE PROCESSED IN
ACCORDANCE WITH YOUR AG ENCYS BUSINESS RULES BUT NO LESS.
THEN 3 BUSINES S DAYS PRIOR TO DEPARTURE TO ENSURE TICKETING.
T HIS 48 HOUR CANCELLATION RULE DOES NOT APPLY TO
INTERNATIONAL RESERVATIONS UNLESS YOUR TRIP HAS DO MESTIC
CONNECTIONS ON MORE THEN ONE AIRLINE OR T HESE
RESERVATIONS REQUIRE SEPARATE AIR TICKETS. \n**********
\nA TRANSACTION FEE OF $07.30 HAS BEEN CHARGED TO YOUR CARD
THE TRANSACTION FEE NUMBER IS - 89006 33955565
TICKET NUMBER - 7540301269
INVOICE NU MBER - 0004478
AIRFARE CHARGE - $446.20
TOTAL CHARGES INCL TRANS FEE - $453.5

UID
Q8FNDO-2014-10-27T16:33:00.000Z-2014-10-27T22:33:00.000Z@concursolutions.com

Priority
3

Time Transparency
OPAQUE

TRIGGER
-PT180M

REPEAT
2

DURATION
PT60M

ACTION
DISPLAY

Description

3 Hours to your flight IAD -> SFO

Flight# UA1534 from SFO -> IAD
(5 hours and 4 m ins.)

20141029T195500Z

Version
2.0

METHOD
PUBLISH

Start Date/Time
20141029T195500Z

End Date/Time
20141030T005900Z

DTSTAMP
20141029T195500Z

Location

Summary
Flight# UA1534 from SFO -> IAD
(5 hours and 4 m ins.)

Description
Trip Overview
==========

Trip Name: Trip fr om Washington to San Francisco
Start Date: Oct 2 7, 2014
End Date: Oct 29, 2014
Created: Oct 17 \, 2014, MEETU KAUL (Modified: Oct 24, 2014)
Desc ription: To meet with Region 9 mobile, marine and defeat device teams to conduct succession planning due to Matt Haber retirement
Agency Record Loca tor: Q8FNDO
Ticket Number(s): 0167540301269
Pas sengers: Meetu Kaul
Total Estimated Cost: $ 1,09 3.14 USD

Reservations
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Monday, O ctober 27, 2014
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Fligh t Washington, DC (IAD) to San Francisco, CA (SFO) \n---------- -

United 1072

Departure: 12:33 PM
Seat: 26 B (Confirmed)
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Washington Dulles Intl (IAD)
Arri val: 03:33 PM
San Francisco Intl Arpt (SFO)
Conf irmation: BMP1PM
Status: Confirmed
Distance: 24 11 miles
Emissions: 940.3 lbs CO 2
Cabin: Economy (Y)
Remarks
NO FREQUENT FLYER NU MBER IN YOUR PROFILE FOR CARRIER BOOKED

Hotel Carlton

1075 Sutter Street
San Francisco, California, 94109
US
415-673-0242 \n
Checking In: Mon Oct 27
Room 1, Days 2, Gue sts 1
Checking Out: Wed Oct 29
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Status: Confirmed
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Total rate: $ 646. 94 USD
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Room Description: RoomD escriptionCodeA1KGOV
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JV40738ARR27OCT CXL:CXL- MODIFY BY 1500 HOTEL TIME ON 26OCT14-FEE 1

Wed nesday, October 29, 2014
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Flight San Francisco, CA (SFO) to Washingto n, DC (IAD)

United 1534

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Ticket Number: 0167540301269: $ 446.20 USD
Air Total Price: $ 446.20 USD
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You can check-in on-line u p to 24 hours before your flight. You may print yo ur boarding pass at your home or office to avoid t icket counters and kiosks and go right to security . Click the Check-in button to find out more.

C onfirmation: BMP1PM

Remarks
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AIRFARE CHARGE - $446.20
TOTAL CHARGES INCL TRANS FEE - $453.5

UID
Q8FNDO-2014-10-29T19:55:00.000Z-2014-10-30T00:59:00.000Z@concursolutions.com

Priority
3

Time Transparency
OPAQUE

TRIGGER
-PT180M

REPEAT
2

DURATION
PT60M

ACTION
DISPLAY

Description

3 Hours to your flight SFO -> IAD

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Inside Cleantech
Sent: Fri 10/24/2014 5:19:55 PM
Subject: Automotive Powertrains of the Future; Interview with Enevo's CEO on Smart Waste Collection

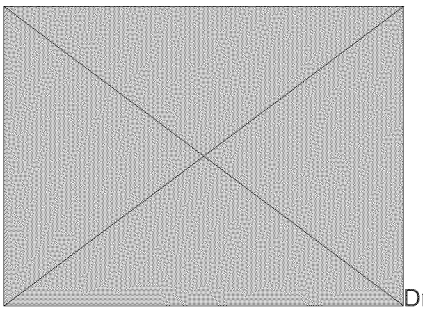
Please add news@cleantech.com to your contact list to make sure you continue to receive our newsletter.

Connecting corporates with sustainable innovation

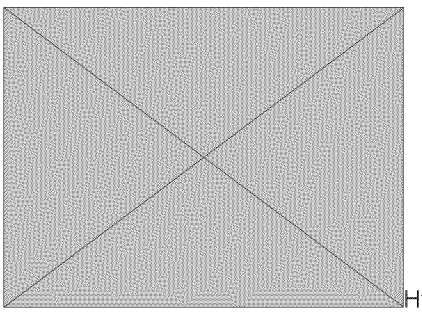
October 24, 2014

If Electric Vehicles don't take 100% of the market...

If electric vehicles infrastructures are spreading, if most original equipment manufacturers (OEMs) are releasing plug-ins, and if Tesla is the darling of Wall Street, then is the automotive powertrain of the future destined to be electric?



Drop-in biofuels are showing meaningful traction. Cool Planet — which develops drop-in fuels from non-food, cellulosic biouleomas— has received over $140 million in growth equity and loan guarantees in 2014 alone. Joule— which derives ethanol and diesel directly from sunlight and CO2 and has raised over $150 million— has strong partners like Audi and Scatec Solar.



Hydrogen fuel cells are hitting the market. Toyota has been the most outspoken proponent of this powertrain, and will release the D-Sedan in 2015. Honda and Hyundai are also releasing competing models next year, while Mercedes is releasing the B-Class F-CELL in 2017. And though infrastructure is seen as the major limiting factor for adoption, don't overlook early signs of development; California financed 28 refueling stations (for $46.6 million), partnering with FirstElement Fuel.

Ultimately, the future is open. OEMs are developing a portfolio of powertrain options. This approach seems wise especially given uncertainty around regulatory restrictions on CO2 emissions. To deep drive into the trends and innovation activities we are tracking in this space, please visit i3's Transportation sector page.

Corporates looking to connect with innovation can request a demo.

Make sure your company's i3 profile is up to date by contributing content: manage your company's i3 profile for free.

This Week's Top Deals

- **Kespry received $10 million from Lightspeed Venture Partners. The new funds will finance go-to-market activities and further development of a drone system that allows businesses to reliably and easily collect, analyze, and evaluate aerial imagery.**

- **Abengoa has opened its first commercial scale cellulosic biofuels plant located in Hugoton, Kansas. The plant utilizes second generation biomass feedstocks for the production of ethanol and is expected to produce $25 million gallons per year.**

- **Earth Power Resources was acquired by U.S. Geothermal, the financial terms of the deal were undisclosed. U.S. Geothermal will acquire leases covering 26,017 acres in Nevada representing three projects, as well as EPR's complete geothermal resource database of new project opportunities located throughout the western U.S.**

- **ESCO Energy Service was acquired by ForceField Energy for $7.5 million. ESCO is a leader in energy efficiency upgrades and lighting retrofit projects with strong utility company relationships and long-standing master agreements with global engineering firms.**

- **Enphase Energy has announced its intention to enter the solar energy storage market by offering a plug-and-play battery system which will integrate with Enphase's Energy Management System. The battery weighs 40 pounds, provides 1.2 kilowatt-hours of electricity and more than one can be used to boost the capacity of the system.**

Cleanweb and the City 2
November 12-13, 2014
New York City, NY
Request an invitation.
Download the white paper from the 2013 Summit.

Canada-U.S. Energy Innovation-- A Shared Future Beyond Keystone
November 19, 2014
San Francisco, CA
Request an invitation.

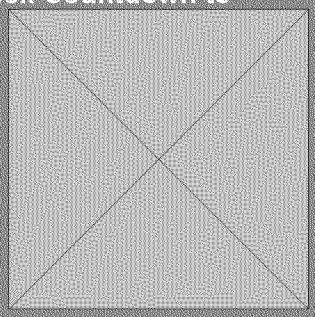
Buildings Get a Brain
January 20-21, 2015
San Francisco, CA
Request an invitation.
Read the white paper from the 2014 Summit.

2015 Cleantech Tour of China
January 26-30, 2015
China
Apply for a place.
One Bed, One Dream- 2013 Trip Recap.

Cleantech Forum San Francisco 2015
March 16-18, 2015
SAVE THE DATE
Palace Hotel, San Francisco, CA
Request an invitation.

Cleantech Forum Europe 2015
April 27-29, 2015
SAVE THE DATE
Florence, Italy
Request notification.

3 Week Countdown to



Join us November 12-13 in New York City for the Cleanweb and the City 2, an executive summit aimed at exploring the cutting edge of cleanweb-related technology and business models, and the convergence of data, mobile/web applications, and resource sharing that address energy and resource challenges.

Check out the event agenda

i3 subscribers have unlimited access to updates. Not a subscriber? *Schedule a demo and let us give you a tour.*

Innovation Insights

The Global Cleantech 100- CEO Insights on the Internet of Things, Big Data, and Cybersecurity

QBotix, Ubitricity, Space-Time Insight - **What do they all have in common? Yes, they are all Global Cleantech 100 companies, but there is more that ties them together than winning a prestigious annual award. Cleantech companies are increasingly integrating their product into the Internet of Things theme – and this was one of the biggest takeaways from the Global Cleantech 100 Summit and Roundtables in both Washington, D.C. and London. In this blog post, we share key insights from company CEOs and our own analysis of the concerns about what big data means for cleantech businesses. Read more.**

The Internet of Waste Bins: Interview with the Co-Founder of Enevo

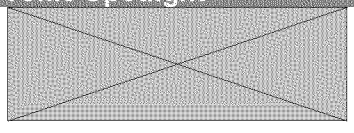
Enevo **aims to make Big Data indispensable in the waste collection industry, with a sensor-based solution that tracks container fill-levels and optimizes pickup routes accordingly. When Enevo received $8 million in financing this summer, one investor compared the Finnish startup to Airbnb and Uber in its potential to disrupt a conservative industry. Indeed the smart logistics solution is rapidly gaining traction with waste collectors around the world – from Boston to Tokyo. We met up with Co-founder Fredrik Kekalainen at the Recycling & Waste Exhibition in Birmingham, UK, to hear his story. Read more.**

Upcoming Events

Cleanweb and the City 2

and request an invitation today!

i3 Profile Spotlight



Hydropoint Data Systems has developed smart irrigation technologies focused on conserving water used for landscape irrigation. Hydropoint manufacturers a number of advanced cloud-connected irrigation controllers for both residential and commercial applications. The WeatherTRAK controllers are able to be controlled via smartphone and are constantly being updated with the latest weather data which will shut-off

the system in the event of rain to conserve resources and save money.

Hydropoint has received $55 million in venture funding to date from investors including Shea Ventures, Firelake Capital Management, RockPort Capital Partners, Monitor Ventures, Chrysalix Energy Venture Capital, Scenic Ventures, and Toro Company.

*Hydropoint Data Systems owns its profile in i3, **do you own yours**?*

North America: 33 New Montgomery Street Suite 220 San Francisco, CA 94105. +1 415.233.9700 info@cleantech.com
Europe: The Podium, 1 Eversholt Street (#218) London, NW1 2DN T: +44 (0) 207 554 0733 europe@cleantech.com
New York: 40 W. 25th St., 12th Floor New York, NY 10010 +1 (212) 725-4848 info@cleantech.com

If you no longer wish to receive these emails, click on the following link: Unsubscribe

To: Kaul, Meetu[Kaul.Meetu@epa.gov]
From: LOWE, DEBBIE
Sent: Fri 10/24/2014 9:19:58 PM
Subject: RE: Next week's visit to R9 - Time for informal meeting with mobile, marine and defeat device folks?

Hi Meetu,

On Tues, all I have on my calendar is the 9am with you, the 10am Enforcement Division End of Year Celebration, and the 1pm Ex. 7 (which you will probably be at).

My Wed AM is pretty booked…

Debbie Lowe Liang

Environmental Engineer

Air & TRI Section, Enforcement Division, US EPA

75 Hawthorne St (ENF-2-1)

San Francisco, CA 94105

lowe.debbie@epa.gov

415-947-4155

From: Kaul, Meetu
Sent: Friday, October 24, 2014 9:02 AM
To: LOWE, DEBBIE; Adeduro, Kingsley; Chew, Andrew; Chan, Janice; Zellinger, Andrew; Salazar, Matt; Jones, Joel E.
Cc: Haber, Matt; Werner, Jacqueline
Subject: Next week's visit to R9 - Time for informal meeting with mobile, marine and defeat device folks?

Hi all,

Jacqueline Werner and I will be accompanying Phill Brooks to your offices next week as he does some transitioning work with Matt Haber and all of you. We'll be in the R9 office on Tuesday 10/29 (and maybe Wed 10/30 in the morning).

To the extent that any of you are available for informal meet and greets in the afternoon, we would very much look forward to that. It would give us a bit more time with each other than the one-hour meeting Phill and Matt have scheduled for the morning.

See you all next week!

-Meetu

Ms.Meetu Kaul, Attorney-Advisor
United States Environmental Protection Agency
Office of Civil Enforcement - Air Enforcement Division
WJC South, Room 1117B
1200 Pennsylvania Ave., N.W. (MC 2242A)
Washington D.C. 20460 (Courier 20004)
Direct: 202-564-5472
Fax: 202-564-0069
Email: kaul.meetu@epa.gov

To: LOWE, DEBBIE[Lowe.Debbie@epa.gov]
From: Kaul, Meetu
Sent: Fri 10/24/2014 9:37:29 PM
Subject: RE: Next week's visit to R9 - Time for informal meeting with mobile, marine and defeat device folks?

Great, sounds like I'll be at all the same places as you on Tuesday!

Ms.Meetu Kaul, Attorney-Advisor
United States Environmental Protection Agency
Office of Civil Enforcement - Air Enforcement Division
WJC South, Room 1117B
1200 Pennsylvania Ave., N.W. (MC 2242A)
Washington D.C. 20460 (Courier 20004)
Direct: 202-564-5472
Fax: 202-564-0069
Email: kaul.meetu@epa.gov

From: LOWE, DEBBIE
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Hi Meetu,

On Tues, all I have on my calendar is the 9am with you, the 10am Enforcement Division End of Year Celebration, **Ex. 5, 7**

My Wed AM is pretty booked…

Debbie Lowe Liang

Environmental Engineer

Air & TRI Section, Enforcement Division, US EPA

75 Hawthorne St (ENF-2-1)

San Francisco, CA 94105

lowe.debbie@epa.gov

415-947-4155

From: Kaul, Meetu
Sent: Friday, October 24, 2014 9:02 AM
To: LOWE, DEBBIE; Adeduro, Kingsley; Chew, Andrew; Chan, Janice; Zellinger, Andrew; Salazar, Matt; Jones, Joel E.
Cc: Haber, Matt; Werner, Jacqueline
Subject: Next week's visit to R9 - Time for informal meeting with mobile, marine and defeat device folks?

Hi all,

Jacqueline Werner and I will be accompanying Phill Brooks to your offices next week as he does some transitioning work with Matt Haber and all of you. We'll be in the R9 office on Tuesday 10/29 (and maybe Wed 10/30 in the morning).

To the extent that any of you are available for informal meet and greets in the afternoon, we would very much look forward to that. It would give us a bit more time with each other than the one-hour meeting Phill and Matt have scheduled for the morning.

See you all next week!

-Meetu

Ms.Meetu Kaul, Attorney-Advisor
United States Environmental Protection Agency
Office of Civil Enforcement - Air Enforcement Division

WJC South, Room 1117B
1200 Pennsylvania Ave., N.W. (MC 2242A)
Washington D.C. 20460 (Courier 20004)
Direct: 202-564-5472
Fax: 202-564-0069
Email: kaul.meetu@epa.gov

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]; Schuetze, Michael (N/EA-521)[Michael.Schuetze@audi.de]
From: Giles, Michael (EEO)
Sent: Mon 10/27/2014 5:21:42 PM
Subject: Ex. 4 - CBI Feedback

Hello Jim,

Ex. 4 - CBI

Let me know if there are other questions.

Regards

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Giles, Michael (EEO)[michael.giles@vw.com]
From: Snyder, Jim
Sent: Mon 10/27/2014 5:29:40 PM
Subject: RE: A7 Fan Configuration Feedback

Thanks Mike, I passed it on to the lab.

-Jim

From: Giles, Michael (EEO) [mailto:michael.giles@vw.com]
Sent: Monday, October 27, 2014 1:22 PM
To: Snyder, Jim
Cc: Rodgers, William (EEO); Schuetze, Michael (N/EA-521)
Subject: A7 Fan Configuration Feedback

Hello Jim,

I discussed your question about the fans with Bill. We should use single fan configurations for this vehicle, as was described in the VERIFY data sets.

The double fan configuration only applies to the SUV vehicles which have twin cooling air intakes on the front of the vehicle.

Let me know if there are other questions.

Regards

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

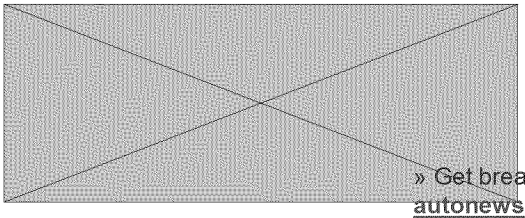
mailto: Michael.Giles@VW.com

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Mon 10/27/2014 8:52:59 PM
Subject: DAILY: Infotainment glitches haunt automakers in Consumer Reports' reliability survey | Lincoln 'delighted' with latest McConaughey parody | Ford plans to overhaul Lincoln with $5B push, report says

Today's most read story

'Un-Honda-like' problems plague new plant in Mexico

October 27, 2014



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TOP NEWS

Infotainment glitches haunt automakers in Consumer Reports' reliability survey

UPDATED: 10/27/2014 4:39 pm ET -- adds details
12:45 pm U.S. ET | Oct 27

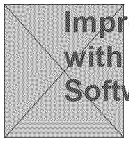
Infotainment hiccups nagged the industry in the Consumer Reports 2014 Annual Auto Reliability Survey, while problems with the Q50 caused Infiniti's ranking to plummet. ... » READ

Lincoln's McConaughey ads get another parody, this time from SNL

4:10 pm U.S. ET | Oct 27

If the success of an ad campaign -- and the brand it touts -- was measured by the number of parodies it generated, Lincoln's moody ads featuring Oscar-winning actor Matthew McConaughey would already be in the advertising Hall of Fame. ... » READ

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Ford plans to overhaul Lincoln with $5 billion push, report says

5:13 pm U.S. ET | Oct 24

New Ford CEO Mark Fields, with the renewed backing of Executive Chairman Bill Ford and the company's board, has committed the automaker to a multiyear, multibillion-dollar overhaul of Lincoln that includes a significant investment in a new premium vehicle platform that will underpin several future Lincoln vehicles,... ... » READ

Rivals see Buffett as just another competitor

12:01 am U.S. ET | Oct 25

Warren Buffett's entry into automotive retailing may mean more overall competition for acquisitions, but public dealership groups expect no interruptions to their growth plans. ... » READ

OCTOBER U.S. AUTO SALES

U.S. auto sales projected to rise 6% in Oct. to highest total in a decade

1:35 pm U.S. ET | Oct 27

New light-vehicle sales are expected to rise about 6 percent in the United States this month from last October to about 1.27 million vehicles, according to three forecasts. It would be the highest October sales volume since 2004. ... » READ

MOST READ (Last 7 days)

NHTSA expands faulty airbag warning to 7.8 million vehicles

Mich. blocks Tesla's sales model by plugging loophole

Wrangler will remain body-on-frame, sources say

N.Y. taxi owners to fight Nissan's 'Taxi of Tomorrow' in court of appeals

Ford's Fields takes his lumps in Q3, looks to next year

Cadillac full speed ahead in China

12:01 am U.S. ET | Oct 25

Takata to form quality control committeee; CEO apologizes for airbag crisis

6:30 am U.S. ET | Oct 27

Dodge brothers back in action in new TV spots

12:01 am U.S. ET | Oct 27

U.S. safety regulators probe Chrysler process on Ram pickup recalls

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» January 13-14 - Automotive News World Congress

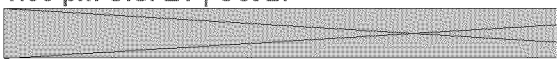
» January 22 - Automotive News Retail Forum

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» Oct. 28 - A Tale of Two Reviews
by DealerRater

» Nov. 4 - Mobile Automotive Enterprise
by IBM

1:55 pm U.S. ET | Oct 27



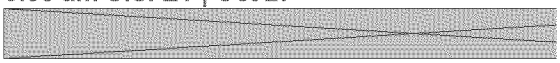
Deaths linked to GM's ignition switch rise to 30

12:08 pm U.S. ET | Oct 27



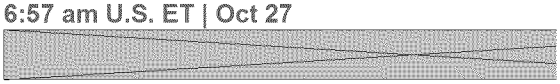
Toyota's global sales rise 3% as race with VW tightens

6:38 am U.S. ET | Oct 27



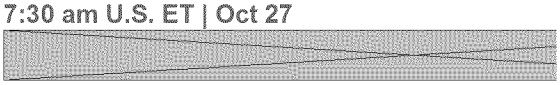
Honda to take $53 million charge for recalls, including Fit

6:57 am U.S. ET | Oct 27



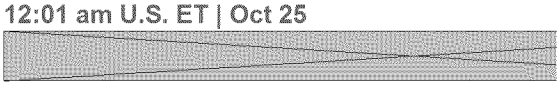
'No other supplier other than Takata has used this ammonium nitrate'

7:30 am U.S. ET | Oct 27



Hyundai lessee wins new trial over sunroof with mind of its own

12:01 am U.S. ET | Oct 25



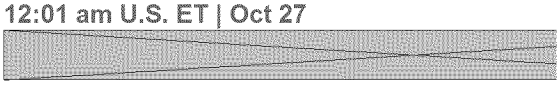
Tesla offers leasing options for new Model S in U.S.

6:49 am U.S. ET | Oct 27



Thumbs-up for 3-D at BMW plant

12:01 am U.S. ET | Oct 27



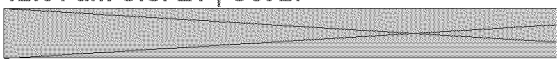
Tenneco's adjusted Q3 net income rises 26% on record revenue

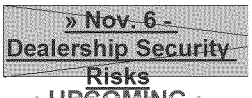
12:27 pm U.S. ET | Oct 27



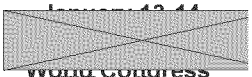
GM plans to build on growth of minority-owned stores

12:01 am U.S. ET | Oct 27





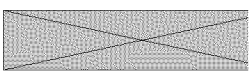
» Nov. 6 - Dealership Security Risks
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by MAX Digital
» Nov. 13-14 - Automobilwoche Kongress



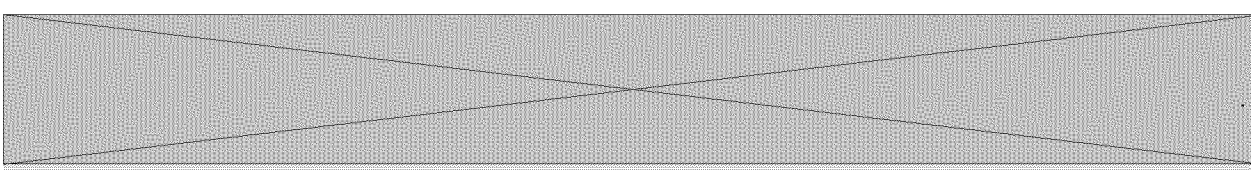
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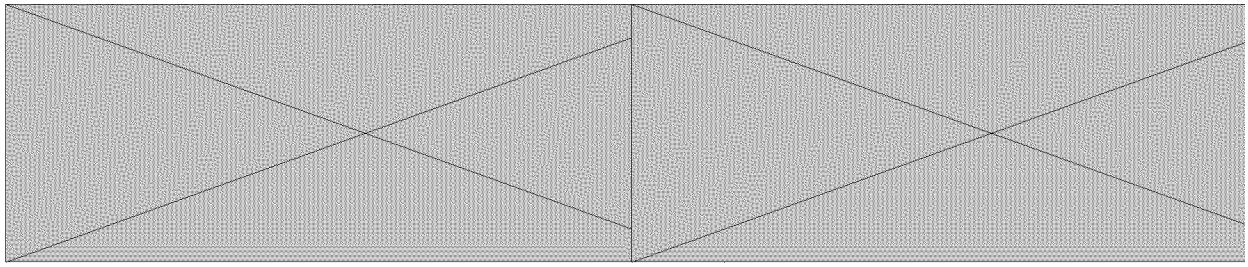


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» Oct. 28 - A Tale of Two Reviews
by DealerRater
» Nov. 4 - Mobile Automotive Enterprise
by IBM
» Nov. 6 - Dealership Security Risks
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UPCOMING WEBINARS
» November 19 - What I Wish I Knew when I Started in F&I





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To: Kaul, Meetu[Kaul.Meetu@epa.gov]
From: Chew, Andrew
Sent: Mon 10/27/2014 10:03:18 PM
Subject: RE: Next week's visit to R9 - Time for informal meeting with mobile, marine and defeat device folks?

Definitely – looking forward to our formal and informal meet-and-greet's!

- Andrew

Andrew Chew, P.E.

Disability Employment Program Manager, OCR

T: (415) 947-4197 | F: (415) 947-3579 | chew.andrew@epa.gov

U.S. EPA, Region 9, TRI/Air Enforcement Section (ENF-2-1) | 75 Hawthorne St., San Francisco, CA 94105

[Out of the office: Tues., 10/21 through Mon., 10/27]

From: Kaul, Meetu
Sent: Friday, October 24, 2014 9:02 AM
To: LOWE, DEBBIE; Adeduro, Kingsley; Chew, Andrew; Chan, Janice; Zellinger, Andrew; Salazar, Matt; Jones, Joel E.
Cc: Haber, Matt; Werner, Jacqueline
Subject: Next week's visit to R9 - Time for informal meeting with mobile, marine and defeat device folks?

Hi all,

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some transitioning work with Matt Haber and all of you. We'll be in the R9 office on Tuesday 10/29 (and maybe Wed 10/30 in the morning).

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See you all next week!

-Meetu

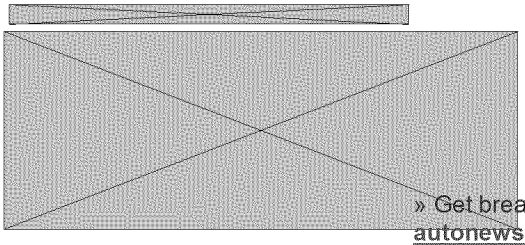
Ms.Meetu Kaul, Attorney-Advisor
United States Environmental Protection Agency
Office of Civil Enforcement - Air Enforcement Division
WJC South, Room 1117B
1200 Pennsylvania Ave., N.W. (MC 2242A)
Washington D.C. 20460 (Courier 20004)
Direct: 202-564-5472
Fax: 202-564-0069
Email: kaul.meetu@epa.gov

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Tue 10/28/2014 8:40:33 PM
Subject: DAILY: GM says new Volt will be quicker, quieter | Honda N.A. quarterly operating profit drops 14% | Leadership change coming to NHTSA? | More on Betts' departure from Chrysler

Today's most read story

Betts leaves Chrysler after another poor quality showing

October 28, 2014



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TOP NEWS

GM says new Chevy Volt will be quicker and quieter

UPDATED: 10/28/14 1:29 pm ET - adds Nitz, Barra remarks
12:01 am U.S. ET | Oct 28

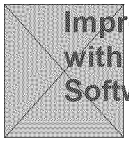
The next-generation Chevrolet Volt plug-in hybrid will be quicker off the line, quieter and go farther in electric mode than its predecessor, General Motors engineers said today. ... » READ

Honda says quarterly North American operating profit drops 14%

10:01 am U.S. ET | Oct 28

Falling sales and hefty incentives undercut North American profit at Honda in the latest quarter, as the automaker trimmed its full-year sales and profit outlooks. ... » READ

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Obama administration eyes leadership change at NHTSA, report says

11:35 am U.S. ET | Oct 28

The acting chief of the NHTSA, the top federal automotive safety regulator, is unlikely to be nominated for the job and an active search is under way to fill the position, a source familiar with the matter told Reuters on Monday. ... » READ

Betts leaves Chrysler after another poor quality showing

UPDATED: 10/28/14 11:00 am ET -- adds background

9:39 am U.S. ET | Oct 28

Fiat Chrysler's quality chief has left the company, a day after the automaker ranked last in a closely watched scorecard on vehicle reliability in the United States. Doug Betts, 51, who joined Chrysler from Nissan in 2007, will "pursue other interests," Chrysler said in a statement today. ... » READ

More airbag recalls could test automakers' Takata ties

8:29 pm U.S. ET | Oct 27

Japan's Takata, whose potentially defective car airbags have been linked to four deaths in the United States, is unlikely to be dumped by its automaker customers given the cost and disruption of such a move -- for now. ... » READ

AutoNation plans December launch of digital storefront

UPDATED: 10/28/18 4:18 pm ET - new story, stock update

9:41 am U.S. ET | Oct 28

AutoNation said it will launch its digital storefront in

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JAMIE LaREAU

December in the south Florida market with a new pricing moniker it calls Smart Choice. ... » READ

Why the XC90 can't come soon enough for Volvo dealers

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New Subaru marketing could foreshadow upmarket push

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Wrangler will remain body-on-frame, sources say

Mich. blocks Tesla's sales model by plugging loophole

NHTSA expands faulty airbag warning to 7.8 million vehicles

N.Y. taxi owners to fight Nissan's 'Taxi of Tomorrow' in court of appeals

Ford's Fields takes his lumps in Q3, looks to next year

Viral video rankings for week of 10/28/14

Ford capitalizes on Halloween with haunted car wash

12:01 am U.S. ET | Oct 28

Two of the newest entries in our viral videos ranking are positively spooky in nature. ... » Watch the videos

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» January 13-14 - Automotive News World Congress

» January 22 - Automotive News Retail Forum

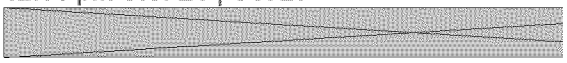
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AutoNation halts sales of used

cars under Takata recalls

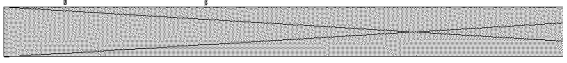
UPDATED: 10/28/14 3:08 pm ET - adds Jackson comments

12:51 pm U.S. ET | Oct 28



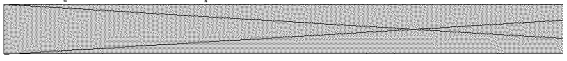
On Twitter, 140 characters = $716 million in car sales

3:21 pm U.S. ET | Oct 28



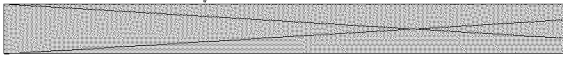
Mazda to unveil CX-3 for small crossover market

8:30 pm U.S. ET | Oct 27



Takata knew of airbag defects as early as 2001, lawsuits allege

9:51 am U.S. ET | Oct 28



Tesla stock bounces back 10% after Musk disputes WSJ on Twitter

4:05 pm U.S. ET | Oct 28



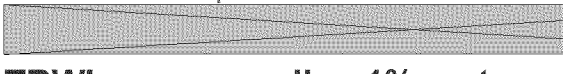
VW will launch more than 20 electric, plug-in hybrid models in China

9:53 am U.S. ET | Oct 28



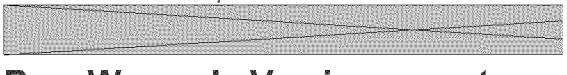
Geely's Horbury takes his auto design cues from a nation's style

12:01 am U.S. ET | Oct 28



TRW's revenue slips 1%, net income falls 4% in Q3

11:02 am U.S. ET | Oct 28



BorgWarner's Verrier expects supplier to thrive despite increased competition

UPDATED: 10/28/14 3:18 pm ET -- correction

11:18 am U.S. ET | Oct 28



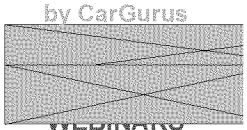
» Nov. 4 - Mobile Automotive Enterprise

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» Nov. 12 - Double Discounting by MAX Digital

» Nov. 18 - Too Much Transparency? by CarGurus



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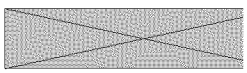
» Nov. 4 - Mobile Automotive Enterprise

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» Nov. 13-14 - Dealership Security Risks by CDK Global

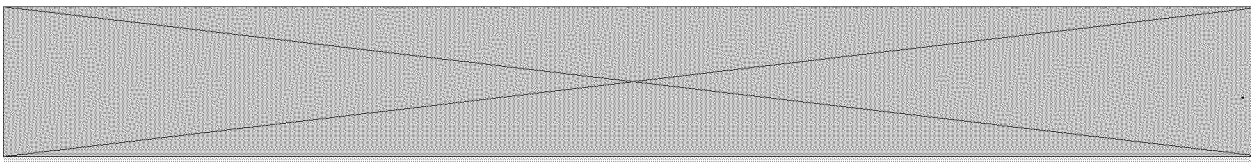
» Nov. 12 - Double Discounting by MAX Digital

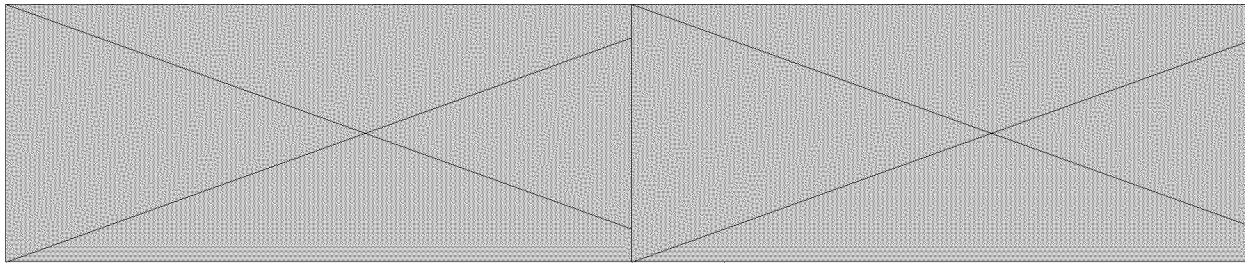
» Nov. 18 - Too Much Transparency? by CarGurus



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To: Ex. 7 @vw.com] Ex. 7
Ex. 7 @vw.com]
From: Snyder, Jim
Sent: Tue 10/28/2014 9:46:26 PM
Subject: SIL Survey and Shift Schedules

Ex. 7 upon further reviewing the Guidance CISD-09-19, A/C 72A and your presentation, I don't think what VW is proposing is line with the procedure as defined by the current Guidance.

It appears VW would like to compare the shift point results of the survey and if it meets the predominate mode criteria, use the SIL points for the testing shift schedules. What the Guidance defines is to collect shift point data of multiple drivers on the survey route who are influenced by the SIL to varying degrees. The data analysis of the survey results will account for how much the surveyed drivers followed the SIL . The Shift points in the shift schedules for emissions testing will be based on the survey results. The more realistic the SIL settings, the closer the survey results will be to SIL's shift points.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: WardsAuto OEM Edition
Sent: Wed 10/29/2014 8:00:26 AM
Subject: Why $3 Gasoline Problematic

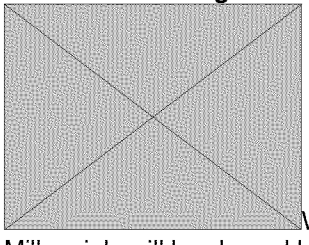
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WardsAuto OEM Edition

October 29, 2014

Chrysler Developing Cars That Become Your Friend

SAE 2014 Convergence



What makes tomorrow's vehicles attractive to Millennials will be shaped by a new set of experiences, but a well-conceived user interface can cross almost all demographic boundaries.

FULL ARTICLE

Engineers Confront Pace of Change, Talent Dilemma, Experts Say

SAE 2014 Convergence
"In India, being a software engineer is cooler than being a cricket player," says Siemens executive Stefan Jockusch.

FULL ARTICLE

Industry, Experts Converge on 2020 Vision

SAE 2014 Convergence
Underwood's research suggests the first two types will be in the market by 2020, but that the era of fully automated vehicles will not begin until about 2030. In 2025, Underwood says highly automated cars that drive themselves on urban highways and surface streets should be available.

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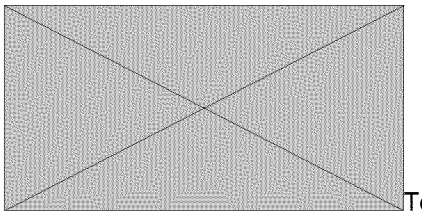
Bringing new vehicles to market has never been more challenging. Not only are new vehicles more complex than ever before, but supply chains are stretched, consumers are more demanding and even small delays can cost millions of dollars per model.

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Designed by designers and engineered for engineers, our annual Cool Parts Calendar features the visions of product developers across the nation and around the world. It features monthly contests, industry tradeshow dates, and (of course) those elusive days of the week. Request your calendar today.

Toyota Rolls Out First Turbocharged Engine Since 1998

 Toyota considers turbochargers similar to hybrid systems because they both amplify engine performance.

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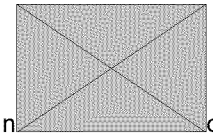
Design Passion Grows Alongside China's Auto Industry

Chery design chief James Hope, formerly with General Motors, concedes Chinese automakers have imported "expats" to help upgrade car designs, but adds a lot of local talent is emerging.

FULL ARTICLE

Welcome to 'Virtual Cockpit'

ROAD AHEAD BLOG

 Unlike most systems now widely used, the Audi TT eliminates the display screen mounted in the center stack or above it

FULL ARTICLE

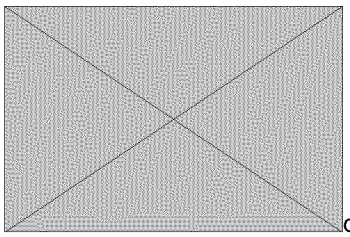
Audi's All-Digital Instrument Cluster

GALLERY

Danger Awaits If Driving Experience Doesn't Mimic Personal Tech

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Audi's virtual cockpit combines center-stack display with all-digital instrument cluster, putting all information in front of driver.

SAE 2014 Convergence

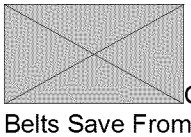
As learning new technology comes to some buyers more naturally than others, automakers need to find ways to mimic the easy-to-use interface found in personal communication devices, such as smartphones and tablets.

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Solutions to industry's toughest challenges Since 1905, SAE International has connected aerospace & ground vehicle engineers throughout the world to each other & the technical resources needed to foster a lifetime of learning & the advancement of industry. See how mobility engineers are solving two of their toughest challenges-- FREE WHITEPAPERS.

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CR's Grain-of-Salt Ratings, Lincoln Ads Spoofed, Seat Belts Save From Zombies.

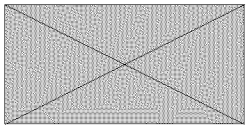
Car-Share Programs Growing in Popularity

SAE 2014 Convergence

Kroeger describes himself as a "frequent user" of the service where he lives in Stuttgart. "In that city, you have free parking with that vehicle everywhere in downtown. That's a big advantage, so the city promotes that as well," he says.

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Diesel developments spotlighted in new WardsAuto Diesel Resource Center sponsored by Bosch

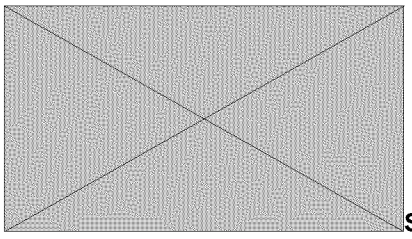
Read new product announcements, technology updates, government regulations and diesel innovations – all in one place. WardsAuto keeps you on top of the constantly evolving world of diesels, with news and analysis to keep your company ahead of the curve. READ NOW.

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Why $3 Gasoline Problematic

 **SAE 2014 Convergence**
In the U.S., Mercedes is offering an electric B-Class, and California customers can lease a B-Class powered by hydrogen fuel cells as part of a pilot lease program.

FULL ARTICLE

GM China Head Stays Cool Despite Daunting Agenda

The operation has a lot on its plate, with five new manufacturing plants – and possibly a sixth – in the works, an aggressive new-model launch plan and a bullish short-term sales target for the Cadillac brand. And this with the market slowing overall.

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Current Data Center Graphs

Current charts and graphs from WardsAuto Data Center.

VideoWire

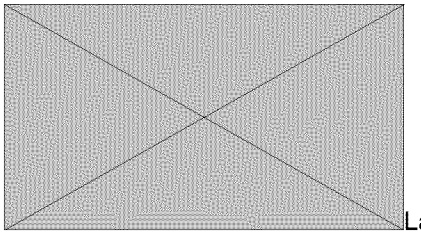
CR Rates Toyota Tops, Chrysler Fiat Last; GM Switch Toll 30; Chrysler in NHTSA Probe.

WardsAuto Flashback – October 2014

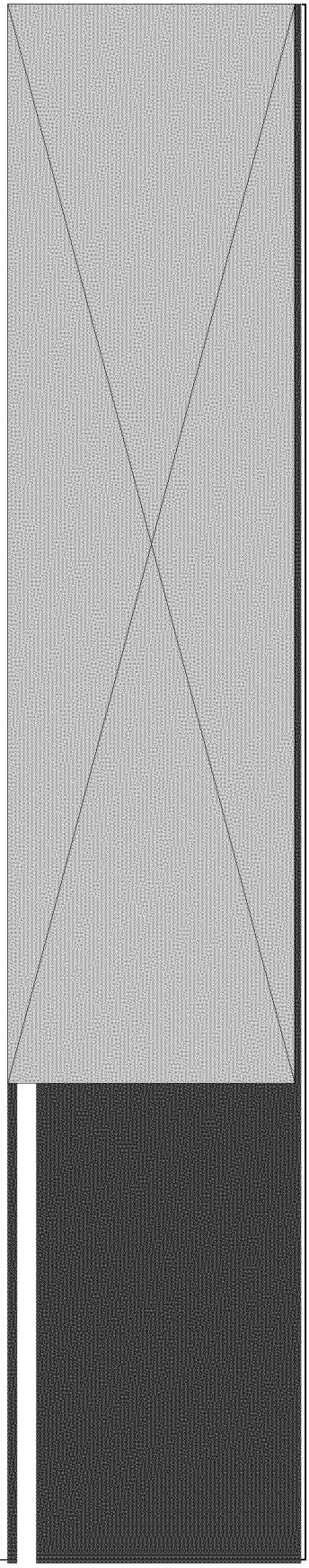
1929 Record Seen; Auburn's New Headquarters; Ford Prices Up; Tire Suits Ended; War Labor Shortage Critical; $500 Post-War Car; Hudson Drops Step-Down; Sporty GM Wagons; Safety Door latches; GM-UAW Strikes Drags On; Mustang Output Lags; Merkur Dropped; Plant Closings Loom

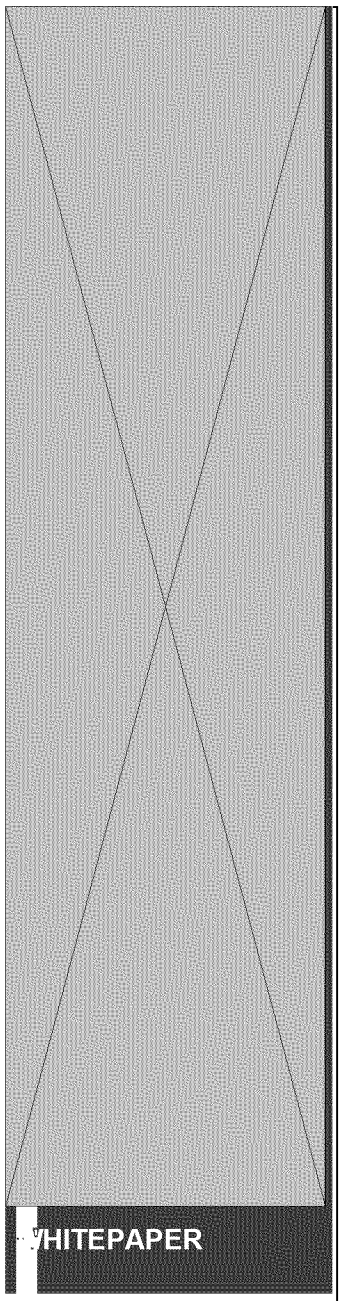
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Rogue May Be Light at End of Tunnel for Korea's Samsung Motors

 Launch of the Nissan CUV is helping Samsung better utilize its Busan assembly plant and push global sales up by double-digit rates.

FULL ARTICLE



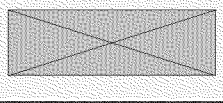
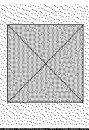
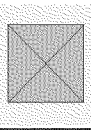
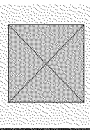
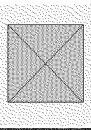
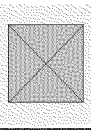


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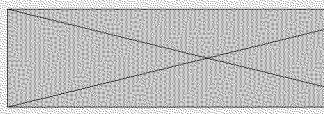
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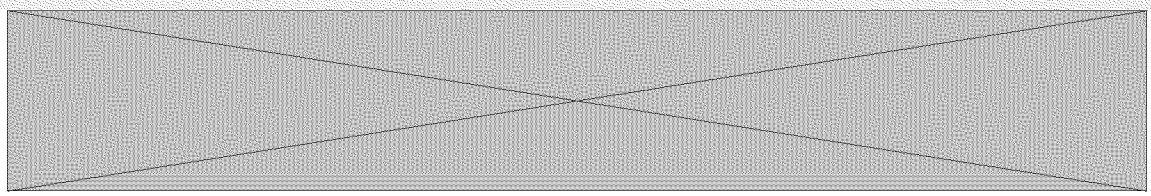
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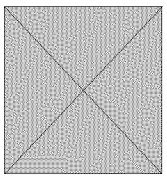
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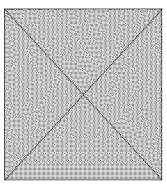
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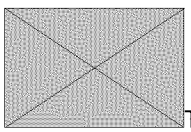
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2016 Chevy Volt Powertrain Details, Tesla Competition, 2015 Audi A3 TDI: Today's Car News

Oct 29, 2014 03:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

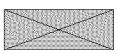


Today, we've got the first details on the second-generation Voltec electric-drive system that will power the 2016 Chevrolet Volt, analysis of how Audi, BMW, and Mercedes-Benz plan to compete with Tesla Motors, and the 2015 Audi A3 TDI is the first of our five nominees for Green Car Reports 2015 Best Car To Buy award. All this and more on Green Car...

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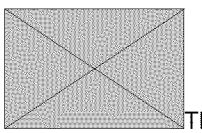






2015 Audi A3 TDI Diesel: Best Car To Buy 2015 Nominee

Oct 29, 2014 03:09 pm | feedback@highgearmedia.com (John Voelcker)



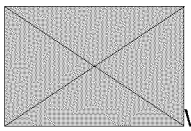
The first of our five nominees for Green Car Reports' 2015 Best Car To Buy award is the new 2015 Audi A3 TDI, the diesel version of Audi's new compact luxury sedan. All-new this year, as are most of its competitors, the TDI diesel version will be the highest-efficiency A3 model until the e-tron plug-in hybrid arrives for

the 2016 model year. DON'T...

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How Audi, BMW & Mercedes Plan To Compete With Tesla--And Why

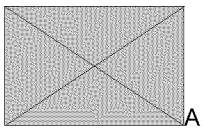
Oct 29, 2014 02:12 pm | feedback@highgearmedia.com (John Voelcker)

 We already know that in the next few years, we'll see a slew of mid-size SUVs offered with plug-in hybrid powertrains--most from luxury brands like Audi, BMW, Mercedes, Porsche, and Range Rover. But the German luxury marques are making plans to compete more directly with Tesla Motors and its Model S all-electric long-range luxury sedan. All have...

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Another Study Confirms: Hybrids Do Best In Cities, Diesels On Highways

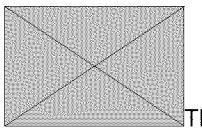
Oct 29, 2014 01:01 pm | feedback@highgearmedia.com (Stephen Edelstein)

 A vehicle's design largely determines its fuel efficiency, but how it's driven--and where--can have a significant impact as well. With their ability to drive solely on electric power at low speeds, hybrids appear better suited to city driving, while diesel drivers have been known to exceed their vehicles' rated fuel economy on the highway. DON'T...

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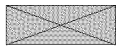
Tesla Model S Gets Huge Incentive In Shanghai: No $12K Fee For Registration

Oct 29, 2014 12:30 pm | feedback@highgearmedia.com (John Voelcker)

 The Tesla Model S electric luxury sedan has now been on sale in China for six months, but it recently received a major sales incentive from local officials in Shanghai. That city's municipal government has ruled that Tesla buyers will be exempted from paying the $12,000 registration fee required to obtain license plates. DON'T MISS: Tesla In...

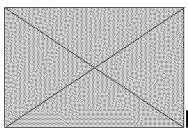
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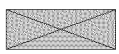
Hyundai's Updated Hybrid Six-Speed Transmission: For Plug-In Hybrids Too?

Oct 29, 2014 12:00 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Hyundai announced a new six-speed automatic transmission for upcoming hybrid cars at its annual International Powertrain Conference in Namyang, South Korea. The carmaker says it was able to integrate almost all of the hybrid components--including an electric motor--into the transmission, increasing efficiency and reducing weight. DON'T MISS...

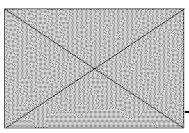
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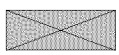
Toyota i-Road Electric City Car: Here's How It Leans

Oct 29, 2014 11:00 am | feedback@highgearmedia.com (Bengt Halvorson)

 Toyota might not be planning to invest in a mainstream electric vehicle for the U.S. anytime soon, but now, globally, it has this oddity: the i-Road. As we caught last month in this demonstration at the Paris Auto Show, the i-Road is driven at the front wheels by twin 2-kW electric motors, and steered at the rear wheels, as the articulating front...

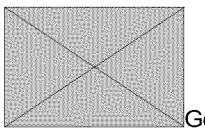
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2016 Chevy Volt: Bigger Battery, More Motor Power, New Range Extender Engine Details: EXPANDED

Oct 28, 2014 04:52 pm | feedback@highgearmedia.com (John Voelcker)

 General Motors took the wraps off its second-generation Voltec electric-drive system this morning that will power its 2016 Chevrolet Volt range-extended electric car. Company executives declined to give specifications for power of the two electric motors, the range-extending engine, or range of the final vehicle. DON'T MISS: 2016 Chevrolet Volt To...

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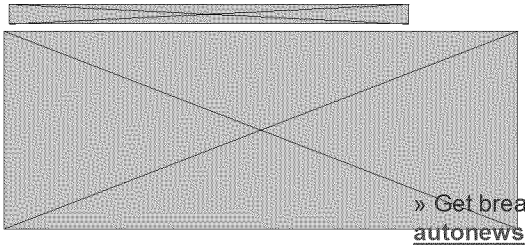
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4:32 pm U.S. ET | Oct 29

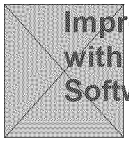
Ford will reveal the 2016 Ford Explorer at the Los Angeles Auto Show on November 19. The latest version of the Explorer will go on sale next year in North America, Ford said in a statement today. ... » READ

Maserati beats Ferrari in Q3 profit on Montezemolo exit

12:22 pm U.S. ET | Oct 29

Maserati's quarterly profit topped Ferrari's for the first time since it became part of Fiat Group more than 25 years ago. The main reason was that Ferrari took a big financial hit to part ways with Luca Cordero di Montezemolo. ... » READ

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Penske Automotive eyes more growth overseas, retail truck stores

UPDATED: 10/29/14 4:21 pm ET - new story
10:04 am U.S. ET | Oct 29

Penske Automotive wants to grow by snapping up more car dealerships overseas and buying other businesses, such as heavy-duty retail truck stores. ...
» READ

Fiat Chrysler to spin off 10% of Ferrari, raise cash as debt surges

UPDATED: 10/29/14 4:27 pm ET - adds stock close
9:13 am U.S. ET | Oct 29

Fiat Chrysler Automobiles plans to spin off the Ferrari super-car brand, underpinning efforts to raise about $4.7 billion as the Italian-American carmaker counters rising debt. ... » READ

Fiat Chrysler Q3 profit rises on Jeep demand

9:16 am U.S. ET | Oct 29

Fiat Chrysler Automobiles reported a 7.4 percent increase in profit in the third quarter, bolstered by sales growth in the United States. ... » READ

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12:01 am U.S. ET | Oct 27

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JIM HENRY

The story behind that list of dealership slang

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Ford's Fields takes his lumps in Q3, looks to next year

Ford's Fields lunch auction draws top bid of $50,000 -- so far

3:57 pm U.S. ET | Oct 29

2 Chrysler recalls involve more than 566,000 vehicles

UPDATED: 10/29/14 9:49 am ET -- adds SUV recall

8:04 am U.S. ET | Oct 29

Ford recalls 204,448 Ford and Lincoln crossovers for fire hazard

10:34 am U.S. ET | Oct 29

UPCOMING EVENTS

» Nov. 13-14 - Automobilwoche Kongress

» January 13-14 - Automotive News World Congress

» January 22 - Automotive News Retail Forum

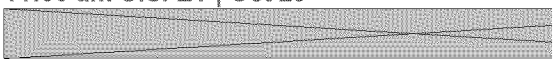
UPCOMING WEBINARS

» Nov. 4 - Mobile Automotive Enterprise by IBM

» Nov. 6 - Dealership Security Risks

Jaguar Land Rover picks Discovery Sport to lead Brazil output

11:00 am U.S. ET | Oct 29



Edmunds.com buys startup, plans to offer texting services to dealerships

12:09 pm U.S. ET | Oct 29



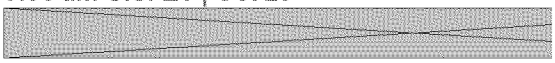
Mitsubishi's net rises 8 percent as U.S. sales soar

3:28 pm U.S. ET | Oct 29



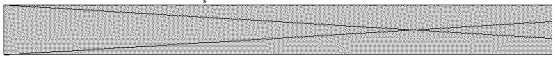
VW closes global sales gap with Toyota in race for No. 1

5:56 am U.S. ET | Oct 29



Tesla car owners get exemption from $12,000 Shanghai plates

6:40 am U.S. ET | Oct 29



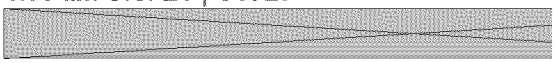
Ally swings to $356 million Q3 profit on higher auto-loan demand

8:40 am U.S. ET | Oct 29

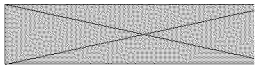


VW recalls Audi A4s in China over airbag issue

4:33 am U.S. ET | Oct 29

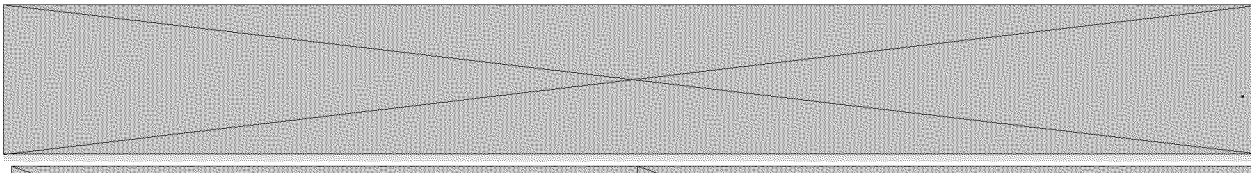


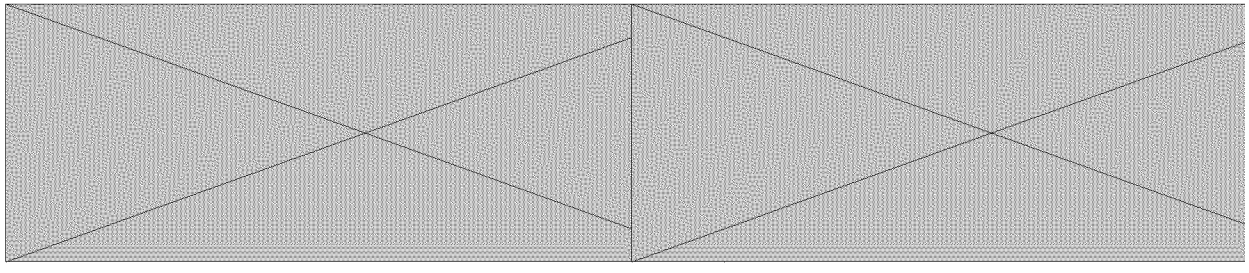
by CDK Global
» Nov. 12 - Double Discounting
by MAX Digital
» Nov. 18 - Too Much Transparency?
by CarGurus



UPCOMING WEBINARS

» November 19 - What I Wish I Knew when I Started in F&I





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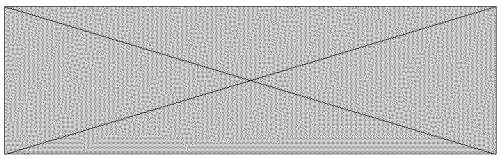
Automotive News | 1155 Gratiot Ave., Detroit, Michigan, 48207

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Thur 10/30/2014 12:45:22 PM
Subject: A.M. NEWSCAST: Hyundai plans Prius fighter | Ford to reveal refreshed Explorer | VW earnings rise 16% | Takata recall update | Gauging the Twitter effect

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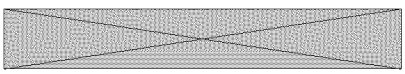
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Hyundai targets Prius »

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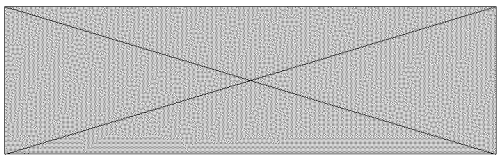
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To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Automotive News
Sent: Thur 10/30/2014 12:45:32 PM
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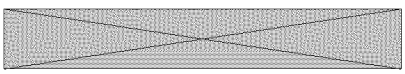
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To: Good, David[good.david@epa.gov]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]
From: Thomas, Richard (EEO)
Sent: Thur 10/30/2014 12:53:44 PM
Subject: FW: cost to drive 25 miles two screen shots
Ford Focus electric.JPG
Compact side by side.JPG

Hi Dave;

Something for you to look for when you are back. I see the contractor made a correction to the website and the 2014 Ford Focus electric so that in both sites have the cost to drive 25 miles at $0.96, thank you very much. Did you hear anything about the method they use to calculated this cost to drive 25 miles calculation yet?

Thanks,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Thursday, October 23, 2014 11:31 AM
To: Thomas, Richard (EEO)
Subject: FW: cost to drive 25 miles two screen shots

FYI----we'll see what Janet says. Thanks for sending the screen shots.

Dave

From: Good, David
Sent: Thursday, October 23, 2014 11:26 AM
To: 'hopsonjl@ornl.gov'
Subject: FW: cost to drive 25 miles two screen shots

Janet,

When you get a chance:

VW was asking how you calculated the cost to drive 25 miles for EVs.

For their e-Golf, they calculated $0.88 instead of $0.87 which is shown on the website. [They must be rounding differently.]

They pointed out a discrepancy in the 2014 Focus EV. The cost to drive 25 miles is shown as $0.81 on the "compare EVs side by side" site and shown as $0.96 on the "find-a-car" site. See attached screen shots.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Thursday, October 23, 2014 10:13 AM
To: Good, David
Subject: cost to drive 25 miles two screen shots

Hi Dave;

Here are the two views and the different values used for the 2014 Ford for the cost to drive 25 miles.

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

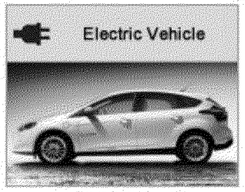
Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

Compare Side-by-Side

Fuel Economy | Energy and Environment | Safety | Specs

	2014 Ford Focus Electric
Personalize	 Automatic (A1) MSRP: $35,170
EPA Fuel Economy 1 gallon of gasoline=33.7 kWh	**Electricity** 105 MPGe (combined city/highway) 110 city 99 highway 32 kWh/100 mi  76 miles Total Range
Unofficial MPG Estimates from Vehicle Owners Learn more about "My MPG" Disclaimer	Average based on 1 vehicle **129.6** MPG View Individual Estimates
You save or spend* Note: The average 2014 vehicle gets 23 MPG	**You SAVE** **$7,500** in fuel costs over 5 years compared to the average new vehicle
Annual Fuel Cost*	$600
Cost to Drive 25 Miles	$0.96
Cost to Fill the Tank	
Tank Size	

Add a Vehicle

*Based on 45% highway, 55% city driving, 15,000 annual miles

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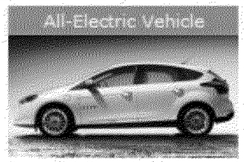
All-Electric Vehicles: Compare Side-by-Side

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Two Seaters | Minicompacts | Subcompacts | Compacts | Midsize Cars | Large Cars

Station Wagons | SUVs & Vans

Fuel Economy | Specs

	2014 Ford Focus Electric	2015 Volkswagen e-Golf
Personalize	All-Electric Vehicle 	All-Electric Vehicle 
Configuration	Motor: 107 kW Transmission: Auto (1 speed)	Motor: 85kW Transmission: Auto (1 speed)
Manufacturer's Suggested Retail Price (MSRP)	$35,200	Not Available
EPA Fuel Economy		
Miles per Gallon of Gasoline Equivalent (MPGe) 1 gallon of gasoline=33.7 kWh	ELECTRICITY **105** Combined **110** City **99** Hwy	ELECTRICITY **116** Combined **126** City **105** Hwy
kWh/100 mi	**27** Combined **25** City **30** Hwy	**29** Combined **27** City **32** Hwy
Fuel Economics		
Cost to Drive 25 Miles	$0.81	$0.87

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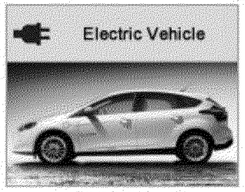
Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

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Fuel Economy | Energy and Environment | Safety | Specs

	2014 Ford Focus Electric
Personalize	 Automatic (A1) MSRP: $35,170
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Unofficial MPG Estimates from Vehicle Owners Learn more about "My MPG" Disclaimer	Average based on 1 vehicle **129.6** MPG View Individual Estimates
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Annual Fuel Cost*	$600
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Tank Size	

Add a Vehicle

*Based on 45% highway, 55% city driving, 15,000 annual miles

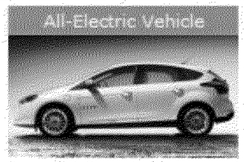
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Station Wagons | SUVs & Vans

Fuel Economy | Specs

	2014 Ford Focus Electric	2015 Volkswagen e-Golf
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kWh/100 mi	**27** Combined **25** City **30** Hwy	**29** Combined **27** City **32** Hwy
Fuel Economics		
Cost to Drive 25 Miles	$0.81	$0.87

To: Mazaitis, Vincent[mazaitis.vincent@epa.gov]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]
From: Rodgers, William (EEO)
Sent: Thur 10/30/2014 1:40:16 PM
Subject: RE: Ex. 4 - CBI

Thanks Vince.

Ex. 4 - CBI

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Mazaitis, Vincent [mailto:mazaitis.vincent@epa.gov]
Sent: Thursday, October 30, 2014 6:48 AM
To: Rodgers, William (EEO)
Cc: Snyder, Jim
Subject: Ex. 4 - CBI

Please find enclosed the Laboratory Test Data for the Subject vehicle. If you have any questions or concerns, please contact me.

Thank You,

Vincent Mazaitis

(734)214-4864

To: Mazaitis, Vincent[mazaitis.vincent@epa.gov]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]
From: Rodgers, William (EEO)
Sent: Thur 10/30/2014 2:29:30 PM
Subject: RE: Ex. 4 - CBI

Hello Vince and Jim.

Ex. 4 - CBI

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

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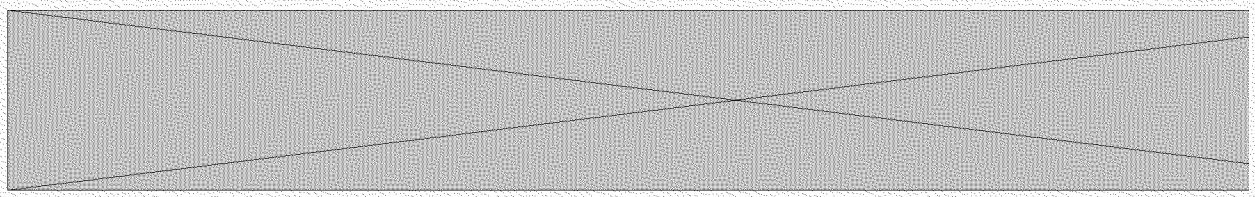
Thank You,

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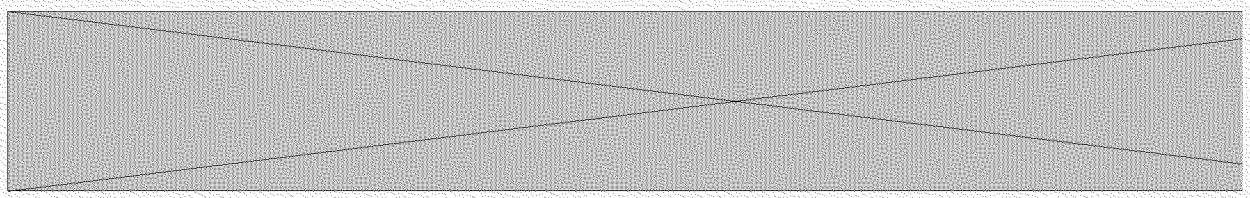
(734)214-4864

To: Bunker, Byron[bunker.byron@epa.gov]
From: ITS America SmartBrief
Sent: Thur 10/30/2014 3:06:46 PM
Subject: Viewpoint: Part-time autonomous cars will be adopted within 5 years

Created for **bunker.byron@epa.gov** | Web Version



October 30, 2014



News focused on Technology Transforming Transportation

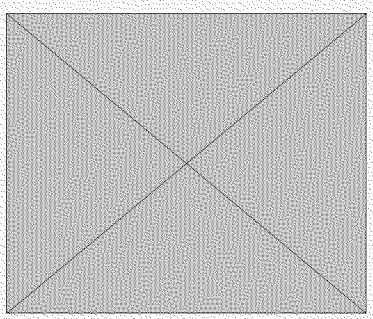
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Top Intelligent Transportation Scoop

Viewpoint: Part-time autonomous cars will be adopted within 5 years

Advancements in vehicle-to-vehicle, vehicle-to-infrastructure and sensor technology have paved the way for companies such as Tesla, Audi, Volvo and Mercedes to develop new models with semi-autonomous driving capabilities, Jonathan Gitlin writes. And with the help of LTE cloud data connections, that in-car navigation has become exponentially smarter with crowdsourced information and will help make part-time driverless vehicles a reality within the next five years, as long as regulation keeps up with demand, he writes. Ars Technica (10/29), Ars Technica (10/29)

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Getting Paid: How to Get Customers to Pay Up
Dealing with the money isn't fun, but it's a necessary evil for staying in business. While every business has their ups and downs, the key to positive cash flow is collecting payments in full and on time to keep the cash coming in as predictably as possible. Seem impossible? **Learn how these small-business owners did it.**

Rails, Roads & Vehicles

Volvo announces autonomous Drive Me pilot program

Volvo said it will test 100 autonomous vehicles as part of its new three-year Drive Me project set to begin in 2017 in Sweden. The public roads driverless pilot program will be run in partnership with the Swedish Transport Administration and the Swedish Transport Agency. It will gather critical information about traffic and infrastructure needs and study how driverless cars can safely interact with regular drivers on the road. The program will also look at how driverless cars can help reduce accident fatalities with new collision avoidance technology. EE Times (10/28)

Share:

Ford, Telogis execs tout fleet connectivity

Ford's Don Butler discussed the importance of connectivity for fleet management at the Telogis Latitude 2014 conference, saying that connectivity needs to be "brought-in, built-in and beamed-in" to maximize in-cab communications and data protection for customers. Telogis' chief Mike Cozzens also noted that the company's telematics platform for fleet management facilitates information sharing and maximizes efficiency in partnership with companies such as Ford. Fleet Owner (10/29), CCJDigital.com (10/29)

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- **Calif.'s rail authority works to protect bullet-train plans**
  The Fresno Bee (Calif.) (free registration) (10/29)
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Travel Tech

Caltrans introduces Distraction Zone virtual driving game app

Caltrans has debuted its Distraction Zone Driving Game application that it says encourages safe driving habits. Developed by Dynamic Vision, the game allows drivers to practice avoiding driver distractions and focus on obeying street laws for cash prizes and other reward incentives. GovTech.com (10/29)

Share:

Going Green

Uber wins approval to operate in parts of Nev., D.C.

A Clark County, Nev., judge has ruled that Uber can operate in southern Nevada after strong state and taxi opposition and a requested temporary restraining order blocking the ride-share service's operations. In related news, the Washington, D.C., Council has just passed legislation allowing Uber to operate in the city. Las Vegas Review-Journal (10/29), Time.com (10/30), Roll Call (free content)/Hill Blotter blog (10/28)

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Volkswagen announces plan for new battery-driven cars in China

Volkswagen says it will be bringing 20 new pure electric and plug-in hybrid vehicles to China over the next four years. The company says that by the end of the decade more than 100,000 battery-driven cars will be on public roads to help China meet its goal of incorporating 5 million energy efficient vehicles into the general population. Volkswagen also plans to debut its new e-up! fully electric car by the end of the year, with the e-Golf and plug-in hybrid Golf GTE set for release next year. Reuters (10/29)

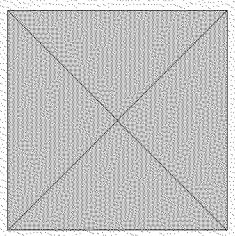
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Policy

Foxx says Congress still needs to solve long-term highway funding

"The measure of who we are is what we do with what we have."

Foxx (Saul Loeb/AFP / Getty Images)



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Transportation Secretary Anthony Foxx is reminding voters ahead of the midterm elections that Congress passed a long-term comprehensive transportation bill to help prevent another shortfall in the Highway Trust Fund. Foxx said that he senses people are tired of short-term fixes, and is hopeful that Congress will take up the issue when it returns. "If focused on, transportation could be a vehicle for getting back to regular order," he said. The Hill (10/29)

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Transportation secretary highlights N.C. transportation transformation

Eastern, N.C., is in the midst of a transportation overhaul, Transportation Secretary Anthony Foxx writes, thanks to a growing number of manufacturing efforts in the region. With the help of a centralized hub at Global TransPark, housing aviation and aerospace suppliers and manufacturing, Foxx writes that the region is also benefiting from federal investments in transit and passenger rails, with the possible addition of a future high-speed rail.

DOT.gov/Fast Lane blog (10/29)

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  Capital Press Agriculture (Salem, Ore.)/The Associated Press (10/28)

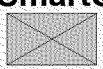
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Breakfast with Massachusetts Congressman Michael Capuano

Please join ITS America this fall for the final 2014 Congressional Roundtable series event featuring breakfast with Congressman Michael Capuano, D-Mass., on Tuesday, Nov. 18 from 8:00 to 9:00 a.m. in Room 2253 of the Rayburn House Office Building. Congressman Capuano is the senior Massachusetts member on the House Transportation and Infrastructure Committee where he sits on the Subcommittees on Aviation, Highways and Transit, and Railroads, Pipelines, and Hazardous Materials. Congressman Capuano also serves on the House Financial Services and Ethics Committees. Please RSVP to Callie Hoyt if you would like to join us and get to know the Congressman better.

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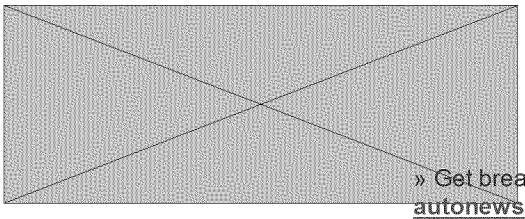
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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Thur 10/30/2014 8:40:11 PM
Subject: DAILY: NHTSA orders Takata to produce documents | How the 'Chevy Guy' became, you know, a hit and stuff | Lithia will continue rapid acquisition pace | Why Ferrari will go public but remain private

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October 30, 2014



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TOP NEWS

NHTSA orders Takata to produce documents related to airbag probe

UPDATED: 10/30/14 4:06 pm ET - adds detail
1:47 pm U.S. ET | Oct 30

Federal safety regulators today ordered Japanese supplier Takata to provide documents and answer questions under oath related to the government's ongoing probe of potentially defective Takata airbags in millions of vehicles. ... » READ

Lithia will continue rapid acquisition pace after DCH

UPDATED: 10/30/14 2:32 pm ET - new story
9:08 am U.S. ET | Oct 30

Lithia Motors will continue its rapid pace of acquisitions over the next year despite just closing a huge deal to buy DCH Auto Group, executives said today. Their remarks came as Lithia reported its third-quarter net income increased 11 percent to $34.5 million. ...
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Hyundai plans to take on Toyota's Prius with new hybrid model

9:01 am U.S. ET | Oct 30

South Korea's Hyundai Motor said it is developing its first dedicated gas-electric car that would go up against Toyota's best-selling Prius. The move will help it diversify its eco-friendly vehicle line-up and hedge its bets in next-generation green technology to meet stricter emission regulations in key markets. ... » READ

Ferrari spinoff's real winners are Agnelli clan

8:31 am U.S. ET | Oct 30

The real winners in Fiat Chrysler's spinoff of supercar unit Ferrari are Chairman John Elkann and the Agnelli industrial clan he represents, who will be the biggest shareholders of both companies. ... » READ

Airbag investigators focus on metal shards sprayed at crashes

6:56 am U.S. ET | Oct 30

More details are emerging about accidents involving Takata airbags -- and the horrific injuries and subsequent lawsuits that resulted from them. Takata, which accounts for about a quarter of all airbag inflators produced globally, is finding it far more difficult to silence safety questions. ... » READ

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NHTSA steps up inquiry into defective Takata airbags

7:39 pm U.S. ET | Oct 29

Lawmakers ask GAO to review NHTSA actions

4:47 pm U.S. ET | Oct 29

Lawyers urge U.S. judge to move quickly in Takata airbags case

1:19 pm U.S. ET | Oct 30

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» January 13-14 - Automotive News World Congress

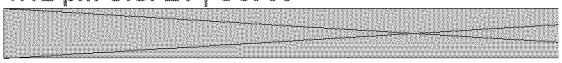
» January 22 - Automotive News Retail Forum

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» Nov. 6 - Dealership Security

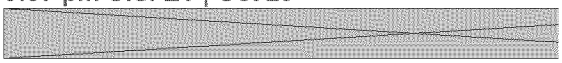
4:12 pm U.S. ET | Oct 30



Ford's Fields lunch auction draws top bid of $100,000

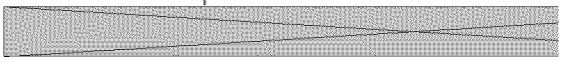
UPDATED: 10/30/14 3:44 pm ET - adds winning bid

3:57 pm U.S. ET | Oct 29



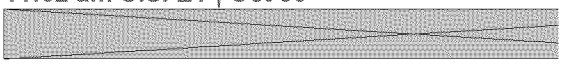
VW Group Q3 profit jumps on record Audi, Porsche sales

4:37 am U.S. ET | Oct 30



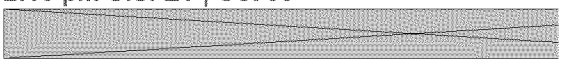
Daimler, VW dampen speculation about imminent CEO succession

11:02 am U.S. ET | Oct 30



BorgWarner posts flat net income for Q3 after one-time charges

2:15 pm U.S. ET | Oct 30



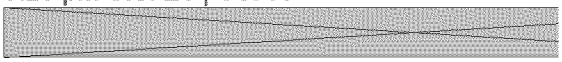
Chrysler recalls 33,443 light trucks in U.S. for tire pressure issues

9:30 am U.S. ET | Oct 30



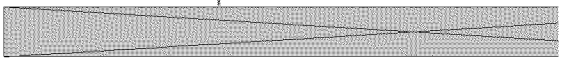
Detroit Manufacturing Systems to hire 200 workers to support new F-150

3:25 pm U.S. ET | Oct 30



Johnson Controls profit beats estimates as car seat demand rises

10:05 am U.S. ET | Oct 30



Tower International reports higher Q3 profits on improved

sales in Americas

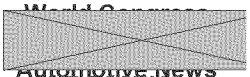
10:19 am U.S. ET | Oct 30





Risks

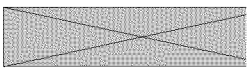
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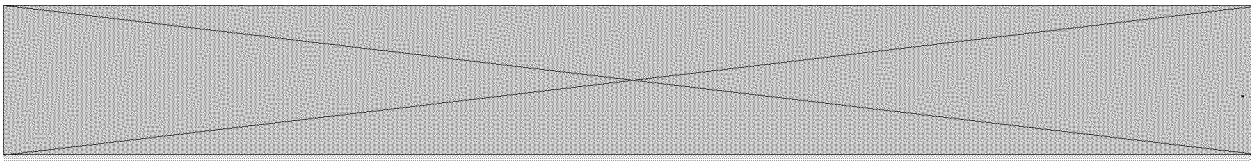
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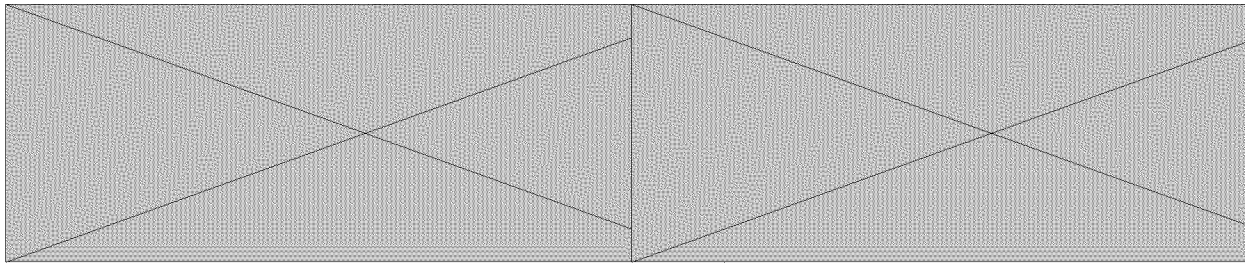
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To: Snyder, Jim[Snyder.Jim@epa.gov]; Mazaitis, Vincent[mazaitis.vincent@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Thomas, Richard (EEO)[Richard.Thomas@vw.com]; Schuetze, Michael (N/EA-521)[Michael.Schuetze@audi.de]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Giles, Michael (EEO)
Sent: Fri 10/31/2014 2:22:18 PM
Subject: Ex. 4 - CBI test schedule follow up

Hello Jim and Vince,

Bill is out today so I am following up on the status of the Ex. 4 - CBI tested this week.

I understand that after some follow up discussion Thursday afternoon with Bill, Ex. 4 - CBI

Ex. 4 - CBI

Can you confirm and let us know the test schedule as soon as it is available.

Thanks,

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Ex. 7
From: Snyder, Jim
Sent: Fri 10/31/2014 6:06:40 PM
Subject: RE: A7 test schedule follow up

Yes, The NMOG on the FTP city test exceeded the Calif. 50K std so I have requested a re-test of the FTP.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Ex. 7 @vw.com]
Sent: Friday, October 31, 2014 10:22 AM
To: Snyder, Jim; Mazaitis, Vincent
Cc: Ex. 7 Ex. 7
Subject: A7 test schedule follow up

Hello Jim and Vince,

Bill is out today so I am following up on the status of the A7 which tested this week.

I understand that after some follow up discussion Thursday afternoon with Bill, we had requested a re-test for this vehicle.

Can you confirm and let us know the test schedule as soon as it is available.

Thanks,

Ex. 7

Ex. 7

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone:

Fax:

mailto:

Ex. 7

To: Giles, Michael (EEO)[michael.giles@vw.com]; Glas, Tobias[Tobias.Glas@vw.com]
From: Snyder, Jim
Sent: Fri 10/31/2014 6:48:43 PM
Subject: VW owner/EPA Inquiry - HEV Recall Affects Fuel economy?

Mike, Tobias, I'm not sure which of you is the right guy for this one. I have been corresponding with the owner of a 2013 Jetta Hybrid that had the DSG fluid recall done.

(Recall 13V568000: DSG Fluid Replacement), He seems pretty certain that he lost 4mpg since the campaign was performed. From what he says there is a drain and fill to a different trans fluid and corresponding calib. flashing done .

I believe I asked previously if there is indeed a calibration change associated with this campaign and if it potentially affects FE. I can't find the note so I don't know who I asked, not even positive that I sent it. In the mean time it sounds like his case went to arbitration and it came to light that the service may have incorrectly performed . Improper fluid level and no re-flash done.

Perhaps we can get some of this confusion straightened out. The email thread trails back to July. Name is Danny Nail if that helps. Firstly, can you find out exactly what changes this recall involves?

1. Is there a Cal change?

2. Does it typically affect FE?

3. Would improper fluid level affect FE?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Ex. 6
Cc: OTAQ@epa.gov[OTAQ@epa.gov]
Sent: Fri 10/31/2014 7:25:47 PM
Subject: FW: Your EPA Inquiry - VW Recall Affects Fuel economy

Mr. Ex. 6

From: Jennifer France [mailto:France.Jennifer@epamail.epa.gov] **On Behalf Of** OTAQ@epa.gov
Sent: Friday, October 31, 2014 1:14 PM
To: Snyder, Jim
Cc:
Subject: Your EPA Inquiry - VW Recall Affects Fuel economy

Hi Jim - The email thread looks like you and he have traded emails, but he has sent you two messages asking for an update. Can you respond to him and cc otaq@epa.gov please?

Can you answer this person's question please? If so, please respond directly to the inquirer (keep the incoming message but delete this message) at Ex. 6 -- and please cc "otaq@epa.gov" so that I can close it out on our end.

Please respond by **November 7th**. Thank you!

Ex. 6

Ex. 6
To: OTAQ@EPA
Date: 10/22/2014 10:10 AM
Subject: Your EPA Inquiry - (022101015) Ex. 6 Recall Affects Mileage [Fueleconomy] - OTAQ Web

---

Recipient
otaq@epa.gov
UserWord
human
Word
human
comments
During an arbitration hearing it was established by testing and driving data that my 2013 Jetta Hybrid dropped at least four mpg combined average after the recall was performed. That is a drop of about 9% in fuel efficiency. This could be due to either the innate characteristics of the transmission mod or the incorrect implementation of the mod. There is reason to believe that the mod was performed incorrectly, therefore VW corporate agreed to re-perform the mod.

Let me first note that the VW shop manual states that the transmission fluid level has to be exact or the function of the transmission will be impaired. When I was certain there was a sustained drop in milage, I took the car back to the dealer who had performed the recall. He said in writing that he rechecked the transmission fluid level and it was correct. However, the fluid

level cannot be checked. It can only be drained completely and refilled with the exact amount. So, that is what needs to carefully be redone.

Also, the recall instructions specified that the transmission control software be updated. The dealer said that this was not done because it had already been done by the selling dealer before I took delivery. However, in checking with the selling dealer, it turned out that the earlier update was an overall software optimization and had nothing to do with the transmission recall software update. Therefore, this particular update needs to be done.

I know there cannot be 100% assurance that the re-performance of this recall will restore my fuel efficiency. However, it should be re-performed correctly so that it will not be a factor in determining the cause of lower fuel efficiency if it still exists after the redo. I am hopeful that the fuel efficiency I had before the recall can be restored.

However, if not, It would be helpful to know what VW's response is to the effect that the recall has on milage. Personally, I think a retest is in order.

Following is a long email thread with EPA trying to get to the bottom of this milage loss. Would you please update me on the results?

Thanks,
Ex. 6

Mr. Snyder,

Was wondering if you got a response from VW yet. I see a lot of complaints on the message boards about low gas milage for the Jetta Hybrid. Consumer Reports test of the 2013 Jetta hybrid resulted in a 37 mpg combined average. My personal experience was that the recall transmission modification dropped my combined average gas milage by 4 mpg. Donâ€™t know if this was due to the characteristics of the mod itself or errors made in implementing the mod. It will be interesting to see how VW responds and if the car should be retested.

Thanks,
Ex. 6

Begin forwarded message:

From: Ex. 6
Subject: Re: [Fueleconomy] Recall Affects Mileage
Date: August 28, 2014 at 9:53:35 PM EDT
To: "Snyder, Jim" <Snyder.Jim@epa.gov>

Mr. Snyder,

Thank you very much for your reply. I look forward to hearing what response you get from VW and if you think their FE tests should be redone with possible changes in the advertised EPA mpg ratings.

Ex. 6

On Aug 28, 2014, at 4:41 PM, Snyder, Jim <Snyder.Jim@epa.gov> wrote:

Ex. 6

I am in the Compliance Division and your email thread just made its way to me today. Historically the EPA was only interested in the possible emissions effects and not in any FE effects due to manufacturer recall campaigns or service bulletins. With the passing of the Greenhouse Gas Regulations such possible fuel economy changes could impact the manufacturerâ€™s declared CO2 output and their reported calculations could require revision. I do not think there is anything in the GHG regs with regard to the customer but some companies whose FE was found incorrect have voluntarily compensated customers on their own or through Class action agreements.

I was not aware of this particular VW recall until now so I am not familiar with the details of it. Just reading it I donâ€™t see mention of a calibration change. For starters, I will ask VW for a more detailed description of everything that is done for this campaign and what effect it has on fuel economy.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
snyder.jim@epa.gov

From: Pugliese, Holly On Behalf Of ComplianceInfo
Sent: Thursday, August 28, 2014 11:05 AM
To: Snyder, Jim
Subject: FW: [Fueleconomy] Recall Affects Mileage

Hi Jim. This long email trail just came to the compliance info box. This is the first time Iâ€™m seeing it there, but take a look and see if there is anything that can be said.

Thanks.

Holly Pugliese
Office of Transportation and Air Quality
US EPA

From: Ex. 6
Sent: Thursday, August 28, 2014 10:59 AM
To: ComplianceInfo
Subject: Fwd: [Fueleconomy] Recall Affects Mileage

Please respond to this question as stated in the email thread below.

If a manufacturer recalls a car to make safety changes, and the changes result in lower gas milage, what is the manufacturerâ€™s responsibility to the customer who bought the car based on its gas milage performance?

Ex. 6

Begin forwarded message:

From: Ex. 6
Subject: Re: [Fueleconomy] Recall Affects Mileage

Date: August 14, 2014 at 4:42:29 PM EDT
To: FuelEconomy <fueleconomy@ornl.gov>

Thanks. I will look forward to their response.

I know EPA was involved with Ford and their low milage, but that was due to testing errors and not a recall. Maybe if low milage exists for any reason, EPA would be interested in verifying that their ratings are not flawed, especially if there is evidence of lower than rated milage by independent testers or consumer real world experience in general.

Ex. 6

On Aug 14, 2014, at 4:30 PM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Dear Ex. 6

Your email was re-sent to the EPA yesterday and this afternoon we received a response that it has been forwarded to one of their certification representatives with a request for him to respond to you. The EPA will have to clarify their position on this but it is likely a complicated issue without a simple answer. There was a case in the past involving Honda Civic Hybrids that were recalled and it was claimed by many consumers that the recall work lowered their fuel economy. There were quite a number of complaints and ultimately it was settled in court as a class action lawsuit between the affected consumers and Honda but the EPA did not get actively involved to our knowledge. The EPA is responsible for ensuring that Federal procedures are followed during certification and that no errors are made but assuming that the manufacture certified the vehicle correctly and in good faith, future unanticipated work performed on a model may be outside of EPA's scope unless there is suffi
cient data to force an investigation.

Hopefully the EPA will respond to your email this time. We at www.fueleconomy.gov get our data from the EPA but we are not in a position to speak on EPA's behalf about their policies regarding investigations and enforcement. If you do not hear back in the next week or so, we can only suggest contacting them directly at: http://www.epa.gov/otaq/oms-cmt.htm .

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Ex. 6
Sent: Wednesday, August 13, 2014 12:15 PM
To: FuelEconomy
Subject: Re: [Fueleconomy] Recall Affects Mileage

I haven't heard anything from EPA. Could you check the status on this and let me know if I will be hearing from them soon, or should I contact someone specifically?

Ex. 6

On Aug 1, 2014, at 6:10 PM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Ex. 6

Thank you for the additional information. This has been forwarded on to our contact at EPA. He will likely respond to you directly but if we hear back on this we will forward that response to you.

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Ex. 6
Sent: Friday, August 01, 2014 12:54 PM
To: FuelEconomy
Subject: Re: [Fueleconomy] Recall Affects Milage

Thank you. Here are the details.

I bought a 2013 Jetta Hybrid that is mpg rated at 48 highway, 45 combined, and 42 city. I worked real hard at learning how to drive this car so I could consistently get 45 mpg average. Then, at 8630 miles I took it in for a factory safety recall that changed the transmission synthetic fluid to a mineral based fluid and reprogramed the transmission control software.

Since then I have not been able to ever achieve the 45 mpg average again even with the same or even more careful driving protocol. 41 to 42mpg average is the best I can do. I took it to the dealer at 14,961miles. They tested the car and recorded and documented a mpg of 36.2, even worse than mine. A VW corporate troubleshooter then tested the car on the interstate at a steady 70 mph for 55 miles and recorded and documented 46.1 mpg. He then declared there was nothing wrong with the car and that it was within the estimated mpg ratings.

I am dissatisfied with the VW response because I believe the car is now different than the car I bought and is underperforming the rated mpg.

My question is, what is the manufacturer's responsibility to the customer who bought this car based in large part on its advertised gas milage performance?

Sincerely,

Ex. 6

On Aug 1, 2014, at 11:10 AM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Hello Ex. 6

Thank you for contacting us. The Fuel Economy Website is produced at Oak Ridge National Laboratory with data supplied to us by the EPA. If you

would like to provide us with details about your vehicle and the recall work done that may affect fuel economy, we would be happy to forward that to our contact at the EPA for a response. Alternatively, you could contact the EPA directly. The EPA's Office of Transportation and Air Quality is responsible for all vehicle testing, certification, and labeling. Their testing facility is located in Ann Arbor, Michigan and can be found on the web at:http://www.epa.gov/nvfel/ Their main contact page is at: http://www.epa.gov/otaq/oms-cmt.htm . You could also send an email to complianceinfo@epa.gov . Sorry we cannot provide you with a direct answer but this must be addressed by the EPA.

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Ex. 6
Sent: Thursday, July 31, 2014 4:17 PM
To: FuelEconomy
Subject: [Fueleconomy] Recall Affects Milage

If a manufacturer recalls a car to make safety changes, and the changes result in lower gas milage, what is the manufacturer's responsibility to the customer who bought the car based on its gas milage performance?

Ex. 6
email
Ex. 6
name
Ex. 6
org

referrer

ssubject
Recall Affects Mileage [Fueleconomy]

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Referred: http://www.epa.gov/otaq/oms-cmt.htm
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Mail to File: omsmail.txt

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

OFFICE OF
AIR AND RADIATION

October 30, 2014

Mr. Jed Mandel
President
Truck and Engine Manufacturers Association
333 West Wacker Drive, Suite 810
Chicago, IL 60606

Mr. Erik Jonnaert
Secretary General
European Automobile Manufacturers Association
Avenue des Nerviens 85
B-1040 Brussels

Dear Mr. Mandel and Mr. Jonnaert:

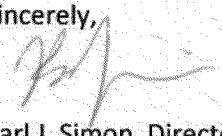
Thank you for your letter of June 16, 2014 in which the Truck and Engine Manufacturers Association (TEMA) and the European Automobile Manufacturers Association (ACEA) discussed your mutual interest in increased regulatory cooperation between the United States and the European Union. Specifically, you stated your belief that for commercial vehicles, the U.S. and EU should coordinate their efforts, to eliminate redundancy and to allow the certification protocols in each region to be used to achieve approval in either region by relying on the functional equivalence of the U.S. 2010 and Euro VI standards.

As you know, both the U.S. and EU are working in the area of harmonization of emissions requirements, both in the context of our work in Geneva as well as bilateral discussions. The critical factor to appropriately determine where to focus our efforts and limited resources will be having relevant and informative data that could be used to support future actions. As I raised in my meeting with ACEA earlier this year, and as well as in subsequent discussions with TEMA since then, I believe it would be useful to have a common understanding of the data that will be needed to address relevant questions surrounding the use of common test procedures in a compliance context. I note that Mr. Jean's letter also highlights the need to have data that can help support the industry's request. We also share the view that any harmonization will only be done in the context of not lowering the level of health and environmental protection of our citizens. It is also important to note that there are other key regulatory programs such as OBD and greenhouse gas provisions that would also need to be considered.

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In this spirit, EPA recommends that a meeting between parties be set up to discuss any available data as well as new generation of data so that we can all be assured that any data generated will be actually useful in helping to address the issues raised in your letter. I look forward to your response.

Sincerely,



Karl J. Simon, Director
Transportation and Climate Division
Office of Transportation and Air Quality

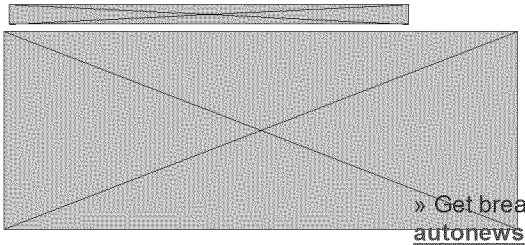
Cc: Philippe Jean

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Fri 10/31/2014 8:37:38 PM
Subject: DAILY: Ram quality dogged by new tech, chief says | Mercedes, VW hit brakes on Google's consumer data inroads | Takata taps rivals to supply inflators | Ferrari fined

Today's most read story

Ram chief says consumers aren't clamoring for aluminum pickup

October 31, 2014



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TOP NEWS

Ram quality, reliability dragged down by technology, new boss says

12:01 pm U.S. ET | Oct 31

Fiat Chrysler Automobiles' Ram brand chief says cockpit technology was partly responsible for the brand's ranking in the latest Consumer Report's reliability study. ... » READ

Mercedes, VW to put brakes on Google's in-car data inroads

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VW Group and Mercedes called on fellow automakers to establish separate platforms for data on vehicle use to avoid handing over sensitive customer information to Google. ... » READ

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Takata taps rivals to help build replacement inflators

UPDATED: 10/31/14 10:43 am ET - adds details
6:06 pm U.S. ET | Oct 30

Takata, under pressure from federal regulators, has asked rival suppliers if they can help produce replacement inflators for the company's airbag customers. ... » READ

Mazda, Fuji Heavy post big quarterly profit gains on weak yen

6:49 am U.S. ET | Oct 31

Mazda Motor and Subaru's parent company Fuji Heavy Industries today posted rosy second-quarter profit growth as a weak yen made their exports more lucrative. ... » READ

Hitachi Metals to plead guilty, pay $1.25 million U.S. fine for fixing parts prices sold to Toyota

2:17 pm U.S. ET | Oct 31

Hitachi Metals will pay a $1.25 million fine and plead guilty for fixing prices and rigging bids of brake hose installed in cars in the United States, the U.S. Justice Department said Friday. ... » READ

MOST READ (Last 7 days)

'Un-Honda-like' problems plague new plant in Mexico

Betts leaves Chrysler after another poor quality showing

Fiat Chrysler to spin off 10% of Ferrari, raise cash as debt surges

NHTSA back in cross hairs as airbag crisis escalates

Next-generation Wrangler will get an aluminum body

Ferrari fined $3.5 million by U.S. regulators for not filing reports

UPDATED: 10/31/14 11:27 am ET - adds consent order

11:00 am U.S. ET | Oct 31

Ram chief says consumers aren't clamoring for aluminum pickup

5:58 pm U.S. ET | Oct 30

Takata airbag recalls should include newer cars, watchdog says

8:32 am U.S. ET | Oct 31

Honda, Takata sued in California for airbag-related recalls

8:06 am U.S. ET | Oct 31

Audi recall no threat to Continental's financial guidance, CEO says

7:33 am U.S. ET | Oct 31

Most interested in self-driving cars, but safety is a concern, survey says

1:53 pm U.S. ET | Oct 31

Kia Motors says president resigned over prolonged wage disputes

7:11 am U.S. ET | Oct 31

Kuni Automotive COO Herman

UPCOMING EVENTS

» Nov. 13-14 - Automobilwoche Kongress

» January 13-14 - Automotive News World Congress

» January 22 - Automotive News Retail Forum

UPCOMING WEBINARS

» Nov. 4 - Mobile Automotive Enterprise
by IBM

» Nov. 6 - Dealership Security Risks
by CDK Global

» Nov. 12 - Double Discounting
by MAX Digital

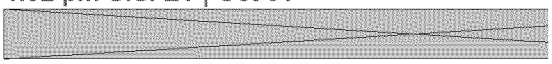
» Nov. 18 - Too Much Transparency?
by CarGurus

UPCOMING WEBINARS

» November 19 - What I Wish I Knew When I Started in F&I

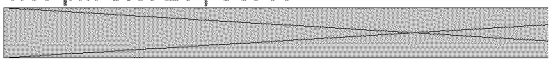
dies at 72

4:02 pm U.S. ET | Oct 31



GM lawsuit poses danger to future bailouts, Treasury says

4:19 pm U.S. ET | Oct 30



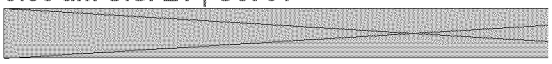
Aston Martin wins temporary exemption to new U.S. safety rules

10:27 am U.S. ET | Oct 31



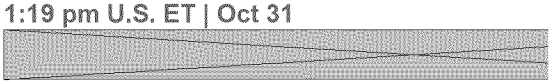
Denso's first-half operating profit falls 16% on r&d costs

8:56 am U.S. ET | Oct 31



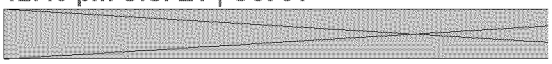
American Axle Q3 profits rise as non-GM business grows

1:19 pm U.S. ET | Oct 31



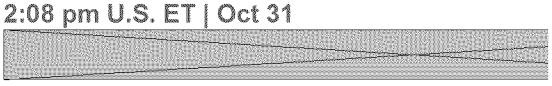
Cooper-Standard profits rise on higher sales, M&A moves

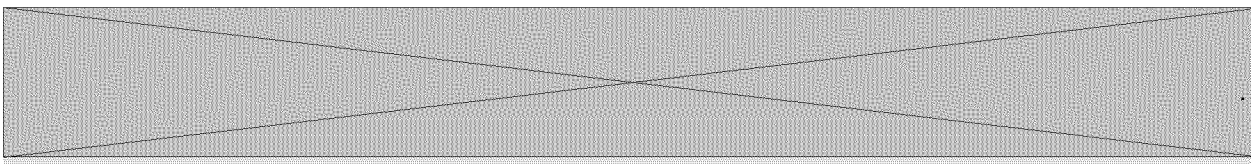
12:40 pm U.S. ET | Oct 31

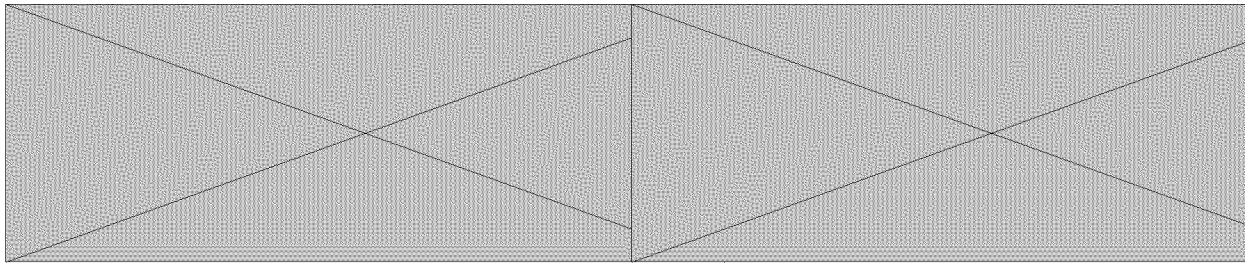


SEC investigates Ally on subprime loans, securitization

2:08 pm U.S. ET | Oct 31







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To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Heuschele Erich (FCA)
Sent: Sun 11/2/2014 3:13:42 PM
Subject: RE: wheels

I have not. I am looking for alloys. Another wild car is her Ex. 6 Ideally, I would find a set of rims with Ex. 6 are $200 at the tire rack!

I may just flip the winter tires on her stock rims over Christmas while her car is here during a trip t Ex. 6 I just know from experience that that is a pain to do every year.

Erich Heuschele

SRT Vehicle Dynamics

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Friday, October 31, 2014 2:53 PM
To: Snyder, Jim; Heuschele Erich (FCA)
Subject: RE: wheels

Hi Erich, never heard anything back on this. Did you ever check out these rims? They are still available on CL. Probably go even cheaper now after a couple weeks.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Snyder, Jim
Sent: Tuesday, October 21, 2014 10:00 AM
To: 'Erich Heuschele'
Subject: RE: wheels

Was cruising through Craigslist and saw these. Looks like a good prospect right near your house.

http://detroit.craigslist.org/okl/pts/4700344131.html

One of them has a dent which is an easy fix, just pound it down flat, but a good negotiating since most will shy away.

My VW rims are 14". The 15s are the five spoked alloys with the tires that you put by the curb. Are between 15x6 and 15x7 , have to check. I think I negotiated a good deal at $100 for them and would pass that on.

Pics attached of the Toyota rims from parts galore and the cheap covers from Walmart ($23 for set!)

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Erich Heuschele [mailto:eph1@chrysler.com]
Sent: Friday, October 17, 2014 8:26 PM
To: Snyder, Jim
Subject: RE: wheels

OK. Thanks for the info. I am still at the point that I want 15" rims, so the tires are free, since I am setting up my sister. How serious are you about letting me have the VW rims? If so, what do you want for them?

Erich Heuschele

SRT Vehicle Dynamics

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Friday, October 17, 2014 10:30 AM
To: Erich Heuschele
Subject: wheels

Hi Erich, been meaning to update you. I went to the Part Galore last w/e at 8 mile and found a set of 5 bolt rims for Ex. 6 They do indeed sell rims. Steel are $7 but Alloy are $25-28 each. The problem is finding a complete set. The cars are picked over and usually only 1 or 2 wheels left with a car. Trying to match up from another car is tricky on the Chrysler and especially GMs because there are similar steel rims but with different offsets. I gave up and went over to imports and was lucky to find a recently arrived 89 Camry with all 4 rims and no rust.

I also looked for 4x100 15". All the Chrysler steels were 14" (plentiful), alloys were 1s and 2s and mainly 5bolt. I found a few 15" 4 bolt Honda rims but never more than 2 at a time. At that point I was getting tired from pushing a wheel barrow around so I can't say I my search was thorough.. man that place is big!

On a related note, I conferred with Brian Nelson (former Chrysler calibrator) who has a Ex. 6 Ex. 6 He runs 14" snow tires formerly off his Honda Fit. The 14" *do* clear the brakes. I believe he is running 175/65-14. 14" 4 bolt rims are easy to come by but I know you already have the

15" tires. If nothing else works out, I have those 15" alloys you saw. I planned to put some used Spec Miata tires on them but there's no urgency there and I can probably find some other rims in time.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Good, David[good.david@epa.gov]; Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Giles, Michael (EEO)[michael.giles@vw.com]; Rodgers, William (EEO)[William.Rodgers@vw.com]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Allen, Gregory (EEO)
Sent: Mon 11/3/2014 1:40:27 PM
Subject: MY2016 Volkswagen Group Certification Preview Documents

Hello Mr. Good / Mr. Snyder,

This is a courtesy message to inform you that the MY2016 Volkswagen Group Certification Preview Documents have been uploaded to the Verify system under the VGA manufacturer code.

File Name: CBI_GVGA_COMMON_LTR_CPP_R00

If you have any questions/concerns please let me know.

Regards,

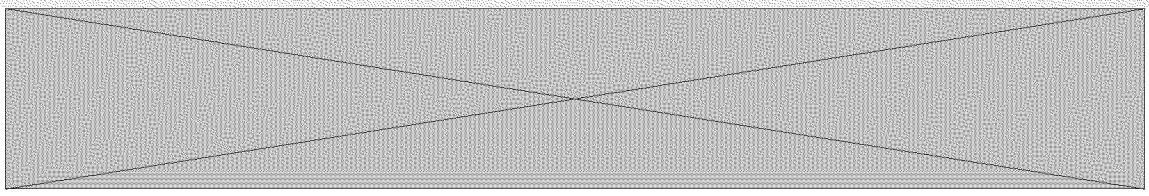
Greg Allen

VWGoA EEO

(248)754-4209

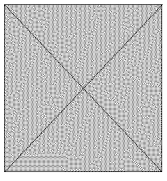
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Mon 11/3/2014 4:06:54 PM
Subject: Green Car Report Daily Headlines

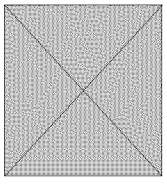
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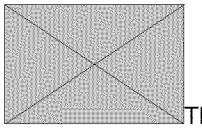
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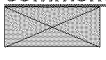


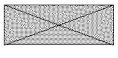
2015 Volkswagen e-Golf Rated At 83 Miles Range, 116 MPGe

Nov 03, 2014 03:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 The 2015 Volkswagen Golf is the latest car range to be offered with an electric powertrain as well as internal-combustion engines. Now, the EPA range and efficiency ratings have been released for the 2015 VW e-Golf, and they put it somewhere in the middle of the current crop of electric cars. The EPA rates the range of the e-Golf at 83 miles, and...

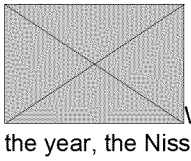
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Plug-In Electric Car Sales In Oct: Leaf Record

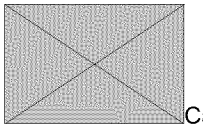
Nov 03, 2014 11:43 am | feedback@highgearmedia.com (John Voelcker)

 With two months of sales still remaining in the year, the Nissan Leaf broke its own record for most electric cars sold in the U.S. in a single year. October saw deliveries of 2,589 Leafs, bringing the year-to-date total to 24,411--which exceeds the 2014 total of 22,610, the previous record. DON'T MISS: Plug-In Electric Car Sales In Sept: Leaf Up...

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Electric Turbochargers Forecast To Boom For Gas-Mileage Gains

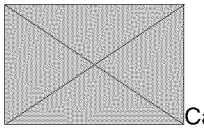
Nov 03, 2014 03:00 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Carmakers are increasingly turning to downsized turbocharged engines as a way to increase fuel efficiency without compromising power output. Now, a new technology promises to increase their efficiency even further. Electric turbochargers offer added flexibility because they can produce more power at lower engine speeds--and they're receiving...

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A Third Of This Dealer's Sales Are Chevy Volt Electric Cars: How'd They Do It?

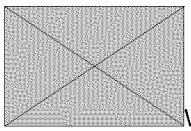
Nov 03, 2014 02:30 pm | feedback@highgearmedia.com (Matthew Klippenstein)

 Can any other franchised dealer in the world make the claim that full one-third of its sales are a single model of plug-in electric car? Bourgeois Chevrolet of Rawdon, Quebec, achieved that remarkable level in its sales this year of the Chevrolet Volt range-extended electric car. Now the dealership has been honored for its accomplishment. At...

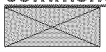
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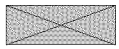
Which City Will Have Most Hybrids, Electric Cars In Its Fleet?

Nov 03, 2014 01:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 When it comes to deploying plug-in electric cars in municipal fleets, Indianapolis appears to be leading the way. The city announced last week that it will replace 425 non-police-pursuit vehicles with electric cars and plug-in hybrids by early 2016, as it works toward a goal of converting the entire fleet to "post-oil technology" by 2025. DON'T...

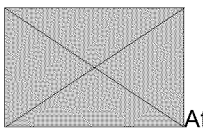
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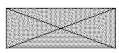
2015 Mercedes-Benz B-Class Electric: Range Pack Standard, Styling Update, More Features

Nov 03, 2014 01:00 pm | feedback@highgearmedia.com (Stephen Edelstein)

 After only a few months on sale, Mercedes-Benz's first mass-market electric car will apparently get some noteworthy updates for the new model year. The 2015 Mercedes-Benz B-Class Electric Drive will get the 2014 model's "Range Package" as standard equipment, as part of an update that includes revised styling and other equipment changes, according...

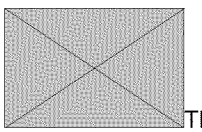
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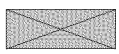
2015 Kia Soul EV: Best Car To Buy 2015 Nominee

Nov 03, 2014 12:54 pm | feedback@highgearmedia.com (John Voelcker)

 The fourth of our five nominees for Green Car Reports' 2015 Best Car To Buy award is the new 2015 Kia Soul EV. It's the Korean maker's first-ever electric car sold in the U.S., and an adaptation of the popular compact "tall wagon" that was entirely redesigned for the 2014 model year. DON'T MISS: Green Car Reports' 2015 Best Car To Buy: The...

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Update your profile

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Giles, Michael (EEO)[michael.giles@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Rodgers, William (EEO)
Sent: Mon 11/3/2014 7:20:53 PM
Subject: Audi Ex. 4 - CBI

Hello Jim,

I left you a phone message also. Ex. 4 - CBI

Ex. 4 - CBI

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Rodgers, William (EEO)[William.Rodgers@vw.com]
From: Snyder, Jim
Sent: Mon 11/3/2014 7:26:26 PM
Subject: RE: Audi A7 Confirmatory Retest

Okay, submitted.

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Monday, November 03, 2014 2:21 PM
To: Snyder, Jim
Cc: Giles, Michael (EEO); Allen, Gregory (EEO)
Subject: Audi A7 Confirmatory Retest

Hello Jim,

I left you a phone message also. In addition to the planned FTP retest, Audi would like to retest the US06 cycle as well.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Ex. 7 @vw.com]
From: Ex. 7
Sent: Mon 11/3/2014 9:06:06 PM
Subject: RE: VW owner/EPA Inquiry - HEV Recall Affects Fuel economy?

Hello Jim,

thanks for the notification, we take customer complaints like this very serious.

Please in the future send inquiries like this to Ex. 7 the Senior Compliance Manager in the EEO Team with a copy to myself.

J. Lacroy (??) from the In Use team has done this in the past. Did he leave you or does he have a new job within the EPA ?

Can you please give us more details (maybe a copy of the customer email) ?

We especially need the VIN and the location of the customer to investigate the car.

A Fuel economy decline of 4 mpg seems not possible with this Field Fix if performed properly.

If I remember correctly the Calibration flash only opens the clutches in case of a failure so the car can be moved.

We will take all steps necessary to investigate this issue.

Ex. 7

Ex. 7

VOLKSWAGEN **Group of America, Inc.**

3800 Hamlin Road
Auburn Hills, MI 48326
Phone: (248) 754-4201
Cell: (248) 760-6180
FAX: (248) 754-4207
E-Mail: Oliver.Schmidt@vw.com

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Friday, October 31, 2014 2:49 PM
To: Ex. 7
Subject: VW owner/EPA Inquiry - HEV Recall Affects Fuel economy?

Ex. 7 I'm not sure which of you is the right guy for this one. I have been corresponding with the owner of a 2013 Jetta Hybrid that had the DSG fluid recall done.

(Recall 13V568000: DSG Fluid Replacement), He seems pretty certain that he lost 4mpg since the campaign was performed. From what he says there is a drain and fill to a different trans fluid and corresponding calib. flashing done .

I believe I asked previously if there is indeed a calibration change associated with this campaign and if it potentially affects FE. I can't find the note so I don't know who I asked, not even positive that I sent it. In the mean time it sounds like his case went to arbitration and it came to light that the service may have incorrectly performed . Improper fluid level and no re-flash done.

Perhaps we can get some of this confusion straightened out. The email thread trails back to July. Name is Danny Nail if that helps. Firstly, can you find out exactly what changes this recall involves?

1. Is there a Cal change?

2. Does it typically affect FE?

3. Would improper fluid level affect FE?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Hennard, Mike (EEO)[mike.hennard@vw.com]; Schmidt, Oliver (EEO)[Oliver.Schmidt@vw.com]
From: Snyder, Jim
Sent: Mon 11/3/2014 9:25:41 PM
Subject: FW: Your EPA Inquiry - VW Recall Affects Fuel economy

Oliver , I appreciate your serious response to this inquiry. I don't know all the details since I haven't talk to him since my initial contact with him. Attached is the email thread. It contains his contact information but not the vehicle's VIN. He has been working with either a dealer or field rep. Some question regarding whether the field fix was correctly performed. I will notify him that someone may be contacting him to follow up on this.

John LaCroix is still here but he focuses on non-road now rather than Light Duty vehicles.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

dfnail---10/22/2014 10:10:16 AM---Recipient otaq@epa.gov

From: [redacted]
To: OTAQ@EPA
Date: 10/22/2014 10:10 AM
Subject: Your EPA Inquiry - (022101015) d[redacted]- Recall Affects Mileage [Fueleconomy] - OTAQ Web

---

Recipient
otaq@epa.gov
UserWord
human
Word
human
comments
During an arbitration hearing it was established by testing and driving data that my 2013 Jetta Hybrid dropped at least four mpg combined average after the recall was performed. That is a drop of about 9% in fuel efficiency. This could be due to either the innate characteristics of the transmission mod or the incorrect implementation of the mod. There is reason to believe that the mod was performed incorrectly, therefore VW corporate agreed to re-perform the mod.

Let me first note that the VW shop manual states that the transmission fluid level has to be exact or the function of the transmission will be impaired. When I was certain there was a sustained drop in milage, I took the car back to the dealer who had performed the recall. He said in writing that he rechecked the transmission fluid level and it was correct. However, the fluid level cannot be checked. It can only be drained completely and refilled with the exact amount. So, that is what needs to carefully be redone.

Also, the recall instructions specified that the transmission control software be updated. The dealer said that this was not done because it had already been done by the selling dealer before I took delivery. However, in checking with the selling dealer, it turned out that the earlier update was an overall software optimization and had nothing to do with the transmission recall software update. Therefore, this particular update needs to be done.

I know there cannot be 100% assurance that the re-performance of this recall will restore my fuel efficiency. However, it should be re-performed correctly so that it will not be a factor in determining the cause of lower fuel efficiency if it still exists after the redo. I am hopeful that the fuel efficiency I had before the recall can be restored.

However, if not, It would be helpful to know what VW's response is to the effect that the recall has on milage. Personally, I think a retest is in order.

Following is a long email thread with EPA trying to get to the bottom of this milage loss. Would you please update me on the results?

Thanks,
Danny Nail

Mr. Snyder,

Was wondering if you got a response from VW yet. I see a lot of complaints on the message boards about low gas milage for the Jetta Hybrid. Consumer Reports test of the 2013 Jetta hybrid resulted in a 37 mpg combined average. My personal experience was that the recall transmission modification dropped my combined average gas milage by 4 mpg. Donâ€™t know if this was due to the characteristics of the mod itself or errors made in implementing the mod. It will be interesting to see how VW responds and if the car should be retested.

Thanks,
Danny Nail

Begin forwarded message:

From: Danny Nail <[redacted]>
Subject: Re: [Fueleconomy] Recall Affects Mileage
Date: August 28, 2014 at 9:53:35 PM EDT
To: "Snyder, Jim" <Snyder.Jim@epa.gov>

Mr. Snyder,

Thank you very much for your reply. I look forward to hearing what response you get from VW and if you think their FE tests should be redone with possible changes in the advertised EPA mpg ratings.

Danny Nail

On Aug 28, 2014, at 4:41 PM, Snyder, Jim <Snyder.Jim@epa.gov> wrote:

Mr. Nail,
I am in the Compliance Division and your email thread just made its way to me today. Historically the EPA was only interested in the possible emissions effects and not in any FE effects due to manufacturer recall campaigns or service bulletins. With the passing of the Greenhouse Gas Regulations such possible fuel economy changes could impact the manufacturerâ€™s declared CO2 output and their reported calculations could require revision. I do not think there is anything in the GHG regs with regard to the customer but some companies whose FE was found incorrect have voluntarily compensated customers on their own or through Class action agreements.

I was not aware of this particular VW recall until now so I am not familiar with the details of it. Just reading it I donâ€™t see mention of a calibration change. For starters, I will ask VW for a more detailed description of everything that is done for this campaign and what effect it has on fuel economy.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
snyder.jim@epa.gov

From: Pugliese, Holly On Behalf Of ComplianceInfo
Sent: Thursday, August 28, 2014 11:05 AM
To: Snyder, Jim
Subject: FW: [Fueleconomy] Recall Affects Mileage

Hi Jim. This long email trail just came to the compliance info box. This is the first time Iâ€™m seeing it there, but take a look and see if there is anything that can be said.

Thanks.

Holly Pugliese
Office of Transportation and Air Quality
US EPA

From: Danny Nail [redacted]
Sent: Thursday, August 28, 2014 10:59 AM
To: ComplianceInfo
Subject: Fwd: [Fueleconomy] Recall Affects Mileage

Please respond to this question as stated in the email thread below.

If a manufacturer recalls a car to make safety changes, and the changes result in lower gas milage, what is the manufacturerâ€™s responsibility to the customer who bought the car based on its gas milage performance?

Danny Nail

Begin forwarded message:

From: Danny Nail <[redacted]>
Subject: Re: [Fueleconomy] Recall Affects Mileage
Date: August 14, 2014 at 4:42:29 PM EDT
To: FuelEconomy <fueleconomy@ornl.gov>

Thanks. I will look forward to their response.

I know EPA was involved with Ford and their low milage, but that was due to testing errors and not a recall. Maybe if low milage exists for any reason, EPA would be interested in verifying that their ratings are not flawed, especially if there is evidence of lower than rated milage by independent testers or consumer real world experience in general.

Danny Nail

On Aug 14, 2014, at 4:30 PM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Dear Mr. Nail,

Your email was re-sent to the EPA yesterday and this afternoon we received a response that it has been forwarded to one of their certification representatives with a request for him to respond to you. The EPA will have to clarify their position on this but it is likely a complicated issue without a simple answer. There was a case in the past involving Honda Civic Hybrids that were recalled and it was claimed by many consumers that the recall work lowered their fuel economy. There were quite a number of complaints and ultimately it was settled in court as a class action lawsuit between the affected consumers and Honda but the EPA did not get actively involved to our knowledge. The EPA is responsible for ensuring that Federal procedures are followed during certification and that no errors are made but assuming that the manufacture certified the vehicle correctly and in good faith, future unanticipated work performed on a model may be outside of EPA's scope unless there is suffi
cient data to force an investigation.

Hopefully the EPA will respond to your email this time. We at www.fueleconomy.gov get our data from the EPA but we are not in a position to speak on EPA's behalf about their policies regarding investigations and enforcement. If you do not hear back in the next week or so, we can only suggest contacting them directly at: http://www.epa.gov/otaq/oms-cmt.htm .

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Danny Nail [mailto:[redacted]]
Sent: Wednesday, August 13, 2014 12:15 PM
To: FuelEconomy
Subject: Re: [Fueleconomy] Recall Affects Mileage

I haven't heard anything from EPA. Could you check the status on this and let me know if I will be hearing from them soon, or should I contact someone specifically?

Danny

On Aug 1, 2014, at 6:10 PM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Danny,

Thank you for the additional information. This has been forwarded on to our contact at EPA. He will likely respond to you directly but if we hear back on this we will forward that response to you.

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Danny Nail [redacted]
Sent: Friday, August 01, 2014 12:54 PM
To: FuelEconomy
Subject: Re: [Fueleconomy] Recall Affects Milage

Thank you. Here are the details.

I bought a 2013 Jetta Hybrid that is mpg rated at 48 highway, 45 combined, and 42 city. I worked real hard at learning how to drive this car so I could consistently get 45 mpg average. Then, at 8630 miles I took it in for a factory safety recall that changed the transmission synthetic fluid to a mineral based fluid and reprogramed the transmission control software.

Since then I have not been able to ever achieve the 45 mpg average again even with the same or even more careful driving protocol. 41 to 42mpg average is the best I can do. I took it to the dealer at 14,961miles. They tested the car and recorded and documented a mpg of 36.2, even worse than mine. A VW corporate troubleshooter then tested the car on the interstate at a steady 70 mph for 55 miles and recorded and documented 46.1 mpg. He then declared there was nothing wrong with the car and that it was within the estimated mpg ratings.

I am dissatisfied with the VW response because I believe the car is now different than the car I bought and is underperforming the rated mpg.

My question is, what is the manufacturer's responsibility to the customer who bought this car based in large part on its advertised gas milage performance?

Sincerely,
Danny Nail
[redacted]

On Aug 1, 2014, at 11:10 AM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Hello Danny,

Thank you for contacting us. The Fuel Economy Website is produced at Oak Ridge National Laboratory with data supplied to us by the EPA. If you would like to provide us with details about your vehicle and the recall work done that may affect fuel economy, we would be happy to forward that to our contact at the EPA for a response. Alternatively, you could contact the EPA directly. The EPA's Office of Transportation and Air Quality is responsible for all vehicle testing, certification, and labeling. Their testing facility is located in Ann Arbor, Michigan and can be found on the web at:http://www.epa.gov/nvfel/ Their main contact page is at: http://www.epa.gov/otaq/oms-cmt.htm . You could also send an email to complianceinfo@epa.gov . Sorry we cannot provide you with a direct answer but this must be addressed by the EPA.

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Danny Nail [redacted]
Sent: Thursday, July 31, 2014 4:17 PM
To: FuelEconomy
Subject: [Fueleconomy] Recall Affects Milage

If a manufacturer recalls a car to make safety changes, and the changes result in lower gas milage, what is the manufacturer's responsibility to the customer who bought the car based on its gas milage performance?

Danny
email
[redacted]
name
Danny Nail
org

referrer

ssubject
Recall Affects Mileage [Fueleconomy]

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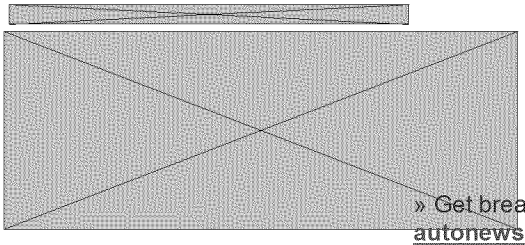
Browser: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_9_5) AppleWebKit/600.1.17 (KHTML, like Gecko) Version/7.1 Safari/537.85.10
Referred: http://www.epa.gov/otaq/oms-cmt.htm
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To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Automotive News
Sent: Mon 11/3/2014 9:36:19 PM
Subject: DAILY: October U.S. sales rise 6% on truck demand, SAAR hits 16.5M | Hyundai, Kia agree to $350M U.S. settlement over inflated mpg claims | 'Car Talk' co-host Tom Magliozzi dies at age 77

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November 3, 2014



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UPDATED: 11/3/14 3:04 pm ET - adds details
6:00 am U.S. ET | Nov 3

U.S. light-vehicle sales, led by double-digit increases at Chrysler Group and Nissan Motor, rose 6 percent to 1.28 million in October, matching forecasts, with crossovers and light trucks fueling much of the industry's gains. The seasonally adjusted annual sales rate, a broad measure of the industry's health, hit 16. ... » READ

Hyundai, Kia agree to $350M U.S. settlement over inflated mileage claims

UPDATED: 11/3/14 1:54 pm ET - adds details, documents
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6:40 am U.S. ET | Nov 3

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1:04 pm U.S. ET | Nov 1

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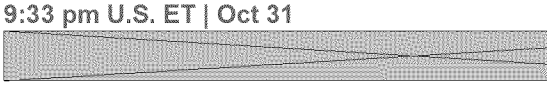
Nissan, Takata add to wave of airbag recalls

9:47 am U.S. ET | Nov 1



Takata must rev up airbag replacement effort, NHTSA warns

9:33 pm U.S. ET | Oct 31



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8:52 am U.S. ET | Nov 1



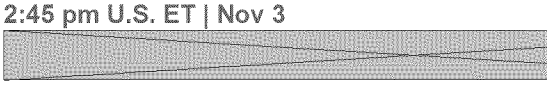
GM ignition-switch claims rise 12 percent

11:41 am U.S. ET | Nov 3



Ford asks U.S. court to dismiss suit over electric steering

2:45 pm U.S. ET | Nov 3



Hyundai investor calls land deal 'an embarrassment'

7:28 am U.S. ET | Nov 3



Ford body shops gear up for aluminum

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12:01 am U.S. ET | Nov 1



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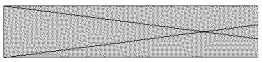


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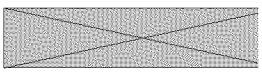
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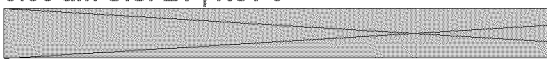
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5:30 am U.S. ET | Nov 3

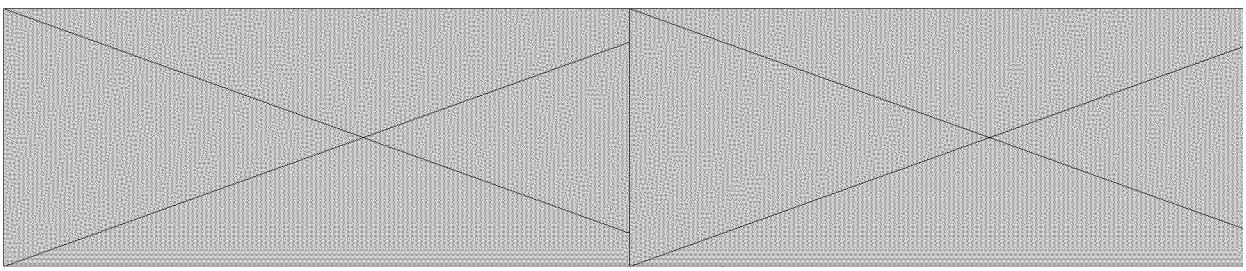


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UPDATED: 11/3/14 4:07 pm ET - adds Ford

3:21 pm U.S. ET | Nov 3





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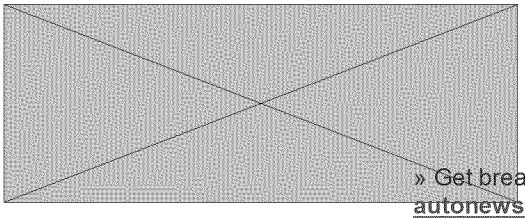
Automotive News | 1155 Gratiot Ave., Detroit, Michigan, 48207

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Mon 11/3/2014 9:36:21 PM
Subject: DAILY: October U.S. sales rise 6% on truck demand, SAAR hits 16.5M | Hyundai, Kia agree to $350M U.S. settlement over inflated mpg claims | 'Car Talk' co-host Tom Magliozzi dies at age 77

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'Car Talk' co-host Tom Magliozzi dies at age 77

3:42 pm U.S. ET | Nov 3

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1:04 pm U.S. ET | Nov 1

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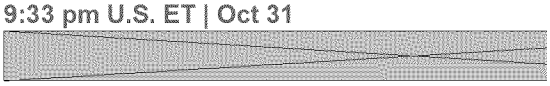
Nissan, Takata add to wave of airbag recalls

9:47 am U.S. ET | Nov 1



Takata must rev up airbag replacement effort, NHTSA warns

9:33 pm U.S. ET | Oct 31



Toyota's mean, green fuel-cell car dons racing stripes

8:52 am U.S. ET | Nov 1



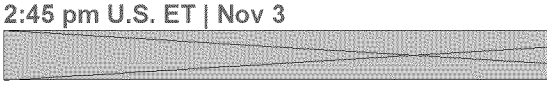
GM ignition-switch claims rise 12 percent

11:41 am U.S. ET | Nov 3



Ford asks U.S. court to dismiss suit over electric steering

2:45 pm U.S. ET | Nov 3



Hyundai investor calls land deal 'an embarrassment'

7:28 am U.S. ET | Nov 3



Ford body shops gear up for aluminum

12:01 am U.S. ET | Nov 3



BMW, others bet on Brazil but benefits trail Mexico

12:01 am U.S. ET | Nov 1



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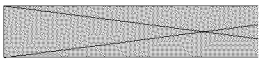


UPCOMING EVENTS

» Nov. 13-14 - Automobilwoche Kongress

» January 13-14 - Automotive News World Congress

» January 22 - Automotive News Retail Forum



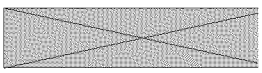
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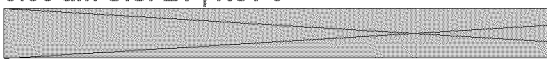
» Nov. 18 - Too Much Transparency?
by CarGurus



UPCOMING WEBINARS

» November 19 - What I Wish I Knew When I Started in F&I

8:58 am U.S. ET | Nov 3



Audi's third-quarter profit margin slips as plant costs offset sales gains

5:30 am U.S. ET | Nov 3

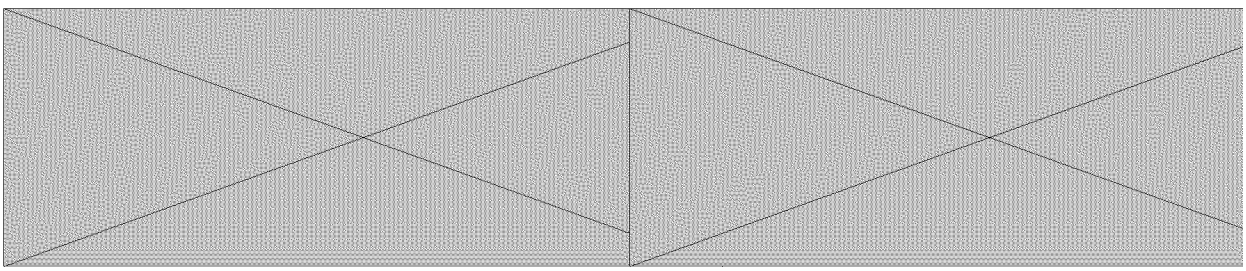


Jeep boosts Chrysler Canada sales, GM up 7%, Ford down 3%

UPDATED: 11/3/14 4:07 pm ET - adds Ford

3:21 pm U.S. ET | Nov 3





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To: Danny Nail Ex. 6
Cc: OTAQ[OTAQ@epa.gov]
From: Snyder, Jim
Sent: Mon 11/3/2014 10:48:20 PM
Subject: RE: Your EPA Inquiry - VW Recall Affects Fuel economy

Mr. Nail,

After we first corresponded, I contacted VW to find out more about this recall campaign and whether it could affect FE. Normally they are fairly prompt at responding but in this case it seem to fall through the cracks. Perhaps I didn't reach the right person. I sent another note to VW and received a response from fairly high up. From what he described, the Calibration flash shouldn't have any effect on the vehicle during operation and the field fix in general should not have caused 4mpg loss if performed properly. He promised to follow up on your case. I forwarded this email thread to him but he needs your VIN# too.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jennifer France [mailto:France.Jennifer@epamail.epa.gov] **On Behalf Of** OTAQ@epa.gov
Sent: Friday, October 31, 2014 1:14 PM
To: Snyder, Jim
Cc: Wehrly, Linc
Subject: Your EPA Inquiry - VW Recall Affects Fuel economy

Please note: we are cc'ing the Group Managers so that they are aware of the extra workload being assigned to staff.

dfnail---10/22/2014 10:10:16 AM---Recipient otaq@epa.gov

From: Ex. 6
To: OTAQ@EPA
Date: 10/22/2014 10:10 AM
Subject: Your EPA Inquiry - (022101015) Ex. 6 Recall Affects Mileage [Fueleconomy] - OTAQ Web

---

Recipient
otaq@epa.gov

UserWord
human
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comments
During an arbitration hearing it was established by testing and driving data that my 2013 Jetta Hybrid dropped at least four mpg combined average after the recall was performed. That is a drop of about 9% in fuel efficiency. This could be due to either the innate characteristics of the transmission mod or the incorrect implementation of the mod. There is reason to believe that the mod was performed incorrectly, therefore VW corporate agreed to re-perform the mod.

Let me first note that the VW shop manual states that the transmission fluid level has to be exact or the function of the transmission will be impaired. When I was certain there was a sustained drop in milage, I took the car back to the dealer who had performed the recall. He said in writing that he rechecked the transmission fluid level and it was correct. However, the fluid level cannot be checked. It can only be drained completely and refilled with the exact amount. So, that is what needs to carefully be redone.

Also, the recall instructions specified that the transmission control software be updated. The dealer said that this was not done because it had already been done by the selling dealer before I took delivery. However, in checking with the selling dealer, it turned out that the earlier update was an overall software optimization and had nothing to do with the transmission recall software update. Therefore, this particular update needs to be done.

I know there cannot be 100% assurance that the re-performance of this recall will restore my fuel efficiency. However, it should be re-performed correctly so that it will not be a factor in determining the cause of lower fuel efficiency if it still exists after the redo. I am hopeful that the fuel efficiency I had before the recall can be restored.

However, if not, It would be helpful to know what VW's response is to the effect that the recall has on milage. Personally, I think a retest is in order.

Following is a long email thread with EPA trying to get to the bottom of this milage loss. Would you please update me on the results?

Thanks,
Danny Nail

Mr. Snyder,

Was wondering if you got a response from VW yet. I see a lot of complaints on the message boards about low gas milage for the Jetta Hybrid. Consumer Reports test of the 2013 Jetta hybrid resulted in a 37 mpg combined average. My personal experience was that the recall transmission modification dropped my combined average gas milage by 4 mpg. Donâ€™t know if this was due to the characteristics of the mod itself or errors made in implementing the mod. It will be interesting to see how VW responds and if the car should be retested.

Thanks,
Danny Nail

Begin forwarded message:

From: Danny Nail Ex. 6
Subject: Re: [Fueleconomy] Recall Affects Mileage
Date: August 28, 2014 at 9:53:35 PM EDT
To: "Snyder, Jim" <Snyder.Jim@epa.gov>

Mr. Snyder,

Thank you very much for your reply. I look forward to hearing what response you get from VW and if you think their FE tests should be redone with possible changes in the advertised EPA mpg ratings.

Danny Nail

On Aug 28, 2014, at 4:41 PM, Snyder, Jim <Snyder.Jim@epa.gov> wrote:

Mr. Nail,
I am in the Compliance Division and your email thread just made its way to me today. Historically the EPA was only interested in the possible emissions effects and not in any FE effects due to manufacturer recall campaigns or service bulletins. With the passing of the Greenhouse Gas Regulations such possible fuel economy changes could impact the manufacturerâ€™s declared CO2 output and their reported calculations could require revision. I do not think there is anything in the GHG regs with regard to the customer but some companies whose FE was found incorrect have voluntarily compensated customers on their own or through Class action agreements.

I was not aware of this particular VW recall until now so I am not familiar with the details of it. Just reading it I donâ€™t see mention of a calibration change. For starters, I will ask VW for a more detailed description of everything that is done for this campaign and what effect it has on fuel economy.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
snyder.jim@epa.gov

From: Pugliese, Holly On Behalf Of ComplianceInfo
Sent: Thursday, August 28, 2014 11:05 AM
To: Snyder, Jim
Subject: FW: [Fueleconomy] Recall Affects Mileage

Hi Jim. This long email trail just came to the compliance info box. This is the first time Iâ€™m seeing it there, but take a look and see if there is anything that can be said.

Thanks.

Holly Pugliese
Office of Transportation and Air Quality
US EPA

From: Danny Nail [Ex. 6]
Sent: Thursday, August 28, 2014 10:59 AM
To: ComplianceInfo
Subject: Fwd: [Fueleconomy] Recall Affects Mileage

Please respond to this question as stated in the email thread below.

If a manufacturer recalls a car to make safety changes, and the changes result in lower gas milage, what is the manufacturerâ€™s responsibility to the customer who bought the car based on its gas milage performance?

Danny Nail

Begin forwarded message:

From: Danny Nail [Ex. 6]
Subject: Re: [Fueleconomy] Recall Affects Mileage
Date: August 14, 2014 at 4:42:29 PM EDT
To: FuelEconomy <fueleconomy@ornl.gov>

Thanks. I will look forward to their response.

I know EPA was involved with Ford and their low milage, but that was due to testing errors and not a recall. Maybe if low milage exists for any reason, EPA would be interested in verifying that their ratings are not flawed, especially if there is evidence of lower than rated milage by independent testers or consumer real world experience in general.

Danny Nail

On Aug 14, 2014, at 4:30 PM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Dear Mr. Nail,

Your email was re-sent to the EPA yesterday and this afternoon we received a response that it has been forwarded to one of their certification representatives with a request for him to respond to you. The EPA will have to clarify their position on this but it is likely a complicated issue without a simple answer. There was a case in the past involving Honda Civic Hybrids that were recalled and it was claimed by many consumers that the recall work lowered their fuel economy. There were quite a number of complaints and ultimately it was settled in court as a class action lawsuit between the affected consumers and Honda but the EPA did not get actively involved to our knowledge. The EPA is responsible for ensuring that Federal procedures are followed during certification and that no errors are made but assuming that the manufacture certified the vehicle correctly and in good faith, future unanticipated work performed on a model may be outside of EPA's scope unless there is suffi
cient data to force an investigation.

Hopefully the EPA will respond to your email this time. We at www.fueleconomy.gov get our data from the EPA but we are not in a position to speak on EPA's behalf about their policies regarding investigations and enforcement. If you do not hear back in the next week or so, we can only suggest contacting them directly at: http://www.epa.gov/otaq/oms-cmt.htm .

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Danny Nail [Ex. 6]
Sent: Wednesday, August 13, 2014 12:15 PM
To: FuelEconomy
Subject: Re: [Fueleconomy] Recall Affects Mileage

I haven't heard anything from EPA. Could you check the status on this and let me know if I will be hearing from them soon, or should I contact someone specifically?

Danny

On Aug 1, 2014, at 6:10 PM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Danny,

Thank you for the additional information. This has been forwarded on to our contact at EPA. He will likely respond to you directly but if we hear back on this we will forward that response to you.

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Danny Nail [Ex. 6]
Sent: Friday, August 01, 2014 12:54 PM
To: FuelEconomy
Subject: Re: [Fueleconomy] Recall Affects Milage

Thank you. Here are the details.

I bought a 2013 Jetta Hybrid that is mpg rated at 48 highway, 45 combined, and 42 city. I worked real hard at learning how to drive this car so I could consistently get 45 mpg average. Then, at 8630 miles I took it in for a factory safety recall that changed the transmission synthetic fluid to a mineral based fluid and reprogramed the transmission control software.

Since then I have not been able to ever achieve the 45 mpg average again even with the same or even more careful driving protocol. 41 to 42mpg average is the best I can do. I took it to the dealer at 14,961miles. They tested the car and recorded and documented a mpg of 36.2, even worse than mine. A VW corporate troubleshooter then tested the car on the interstate at a steady 70 mph for 55 miles and recorded and documented 46.1 mpg. He then declared there was nothing wrong with the car and that it was within the estimated mpg ratings.

I am dissatisfied with the VW response because I believe the car is now different than the car I bought and is underperforming the rated mpg.

My question is, what is the manufacturer's responsibility to the customer who bought this car based in large part on its advertised gas milage performance?

Sincerely,
Danny Nail
Ex. 6

On Aug 1, 2014, at 11:10 AM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Hello Danny,

Thank you for contacting us. The Fuel Economy Website is produced at Oak Ridge National Laboratory with data supplied to us by the EPA. If you would like to provide us with details about your vehicle and the recall work done that may affect fuel economy, we would be happy to forward that to our contact at the EPA for a response. Alternatively, you could contact the EPA directly. The EPA's Office of Transportation and Air Quality is responsible for all vehicle testing, certification, and labeling. Their testing facility is located in Ann Arbor, Michigan and can be found on the web at:http://www.epa.gov/nvfel/ Their main contact page is at: http://www.epa.gov/otaq/oms-cmt.htm . You could also send an email to complianceinfo@epa.gov . Sorry we cannot provide you with a direct answer but this must be addressed by the EPA.

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Danny Nail Ex. 6
Sent: Thursday, July 31, 2014 4:17 PM
To: FuelEconomy
Subject: [Fueleconomy] Recall Affects Milage

If a manufacturer recalls a car to make safety changes, and the changes result in lower gas milage, what is the manufacturer's responsibility to the customer who bought the car based on its gas milage performance?

Danny
email
Ex. 6
name
Danny Nail
org

referrer

ssubject
Recall Affects Mileage [Fueleconomy]

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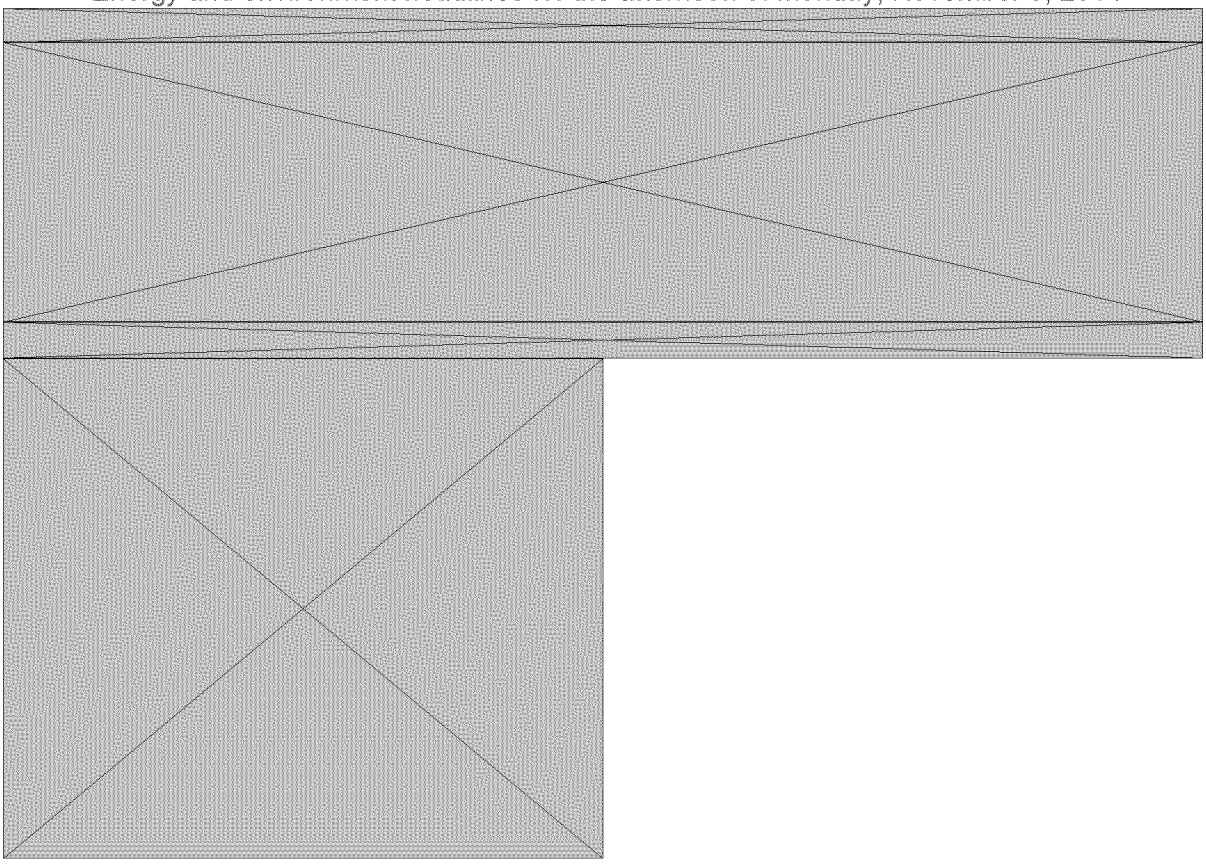
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Browser: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_9_5) AppleWebKit/600.1.17 (KHTML, like Gecko) Version/7.1 Safari/537.85.10
Referred: http://www.epa.gov/otaq/oms-cmt.htm
TSSMS: orcdizux
Mail to File: omsmail.txt

To: Brooks, Phillip[Brooks.Phillip@epa.gov]
From: EnergyGuardian
Sent: Mon 11/3/2014 10:49:27 PM
Subject: Record $100M fine for Hyundai, Kia to settle EPA mileage case

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Energy and environment headlines for the afternoon of Monday, November 3, 2014



Record $100M fine for Hyundai, Kia to settle EPA mileage case

By Edward Felker

The Obama administration and automakers Hyundai and Kia announced on Monday they've agreed to a record-setting $100 million fine that will end a federal investigation into allegations of inflated mileage claims, the largest ever under the Clean Air Act.

The settlement stems from findings two years ago by EPA that Hyundai and Kia, with three other companies in the Hyundai Motor Co. of South Korea, reported inaccurate mileage

testing results for 1.2 million 2012 and 2013 model year cars and sport utility vehicles.

The companies, which did not admit liability, will also spend $50 million to correct their mileage certification processes and and forfeit more than $200 million worth of greenhouse gas credits, EPA said in a joint statement with the Justice Department.

The settlement was touted by EPA Administrator Gina McCarthy and Attorney General Eric Holder as a step to enforce federal greenhouse gas regulations.

Higher auto mileage standards for the 2012-2016 model years were reached in a 2010 deal with automakers as a way to limit greenhouse gas emissions from the transportation sector, with a second set of standards to go into effect for cars through 2025.

Those 2025 standards are to raise average U.S. car and light duty truck mileage to 54.5 miles per gallon, before available credits.

Officials said the misrepresentations put other car companies at a competitive disadvantage, especially since fuel economy is seen as a critical factor that "consumers think about when they're going to buy a car," said McCarthy.

"That tilts the market in favor of those who don't play by the rules and it disadvantages those that actually do play by the rules," McCarthy told a news conference. "And that's simply not fair, and it's also not legal."

Also involved in the case as a co-plaintiff was the California Air Resources Board, which is to get more than $6.3 million from the settlement.

EPA said the overstated mileage estimates translate into 4.75 million metric tons of greenhouse gas emissions, which the company will not be able to claim as saved, as it gives up the emissions credits it could use to offset emissions of lower-mileage cars or sell to other automakers.

Both companies said they are paying the penalties -- $56.8 million for Hyundai and $43.2 million for Kia -- to end the probe and potential litigation.

David Zuchowski, president of Hyundai Motor America, said in a statement that the company still believes its test processes were in line with EPA regulatory requirements, and that the faulty mileage estimates were based on a data processing error and its interpretation of those requirements.

The companies agreed, however, to put in a new testing program by the 2017 model year and to audit mileage testing results through the model 2016 year.

Zuchowski said his company was "pleased to put this behind us," after more than two years of investigation.

According to the proposed settlement filed with the U.S. District Court for the District of Columbia, Hyundai and Kia overstated mileage of six models by one to as much as six miles per gallon.

The affected vehicles include Hyundai's Accent, Elantra and Veloster cars and the Santa Fe small SUV. Kia's affected models were the Rio and Soul cars.

An audit by EPA in 2012 determined that the companies chose to report higher measured mileage from its testing of the vehicles instead of using averages, which were lower.

Hyundai and Kia later in 2012 lowered estimated city and highway mileage estimates for 2011-2013 models and reimbursed consumers for their additional fuel costs.

The settlement is subject to a 30-day public comment period and review by the court.

The Associated Press contributed to this report.

Quick Links

Lower gas prices boost US SUV sales in October

Low oil prices send chills through oil patch

Senate races hot on accusations, light on ideas

Some Maine towns in dark as election approaches

After 5 reports: Future of UN climate body debated

Mystery drones fly over French nuclear sites

Battle in east Libya's Benghazi sets ship ablaze

GOP Senate could see Inhofe gunning for Obama environment agenda

Legal challenges would await Denton fracking ban

Nebraska voters hold fate of Keystone judge

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Protests mount as FERC mulls more gas projects

DOE announces meeting to discuss power cords

Upcoming Events

Lower gas prices boost US SUV sales in October

By Tom Krisher and Dee-Ann Durbin

DETROIT (AP) — Falling gas prices improved buyers' moods and boosted sales of SUVs and trucks in October.

GM, Toyota, Chrysler, Nissan, Volkswagen and Honda all reported sales gains last month. Only Ford's sales fell 2 percent as it cut back on F-Series pickup sales ahead of the launch of a new F-150 later this year.

Analysts expected industry sales to rise 6 percent over last October.

The national average price of gasoline fell 33 cents to end October at $3 a gallon, according to AAA. Gasoline is now the cheapest it has been in four years, and the decline accelerated a trend toward SUVs and trucks that has been going on all year.

More

Low oil prices send chills through oil patch

By Josh Wood and Jonathan Fahey

WILLISTON, N.D. (AP) — Marcus Jundt moved to Williston from Minnesota almost four years ago and has opened four restaurants there since. Food isn't propelling his business, though. It's oil.

"Everything I've done in Williston is a derivative of oil," he says.

That oil has averaged $96 a barrel over the past four years, fueling more drilling, more

hiring, and bigger appetites in North Dakota, Texas, Oklahoma and elsewhere. Now oil has hit a rough patch, plunging to $79 from $107 in June on fears of a global glut. Many expect these lower prices are to stick around for a while.

Lower oil prices, while good for the broader U.S. economy, are a threat to what has been a surprising and dramatic surge in oil production in the U.S., and to drilling communities that have come to depend on oil money.

"If the price gets low enough and stays there long enough I'm sure it will affect the number of people and the amount of money that will be spent in the greater community — and I have exposure to that," Jundt says.

More

Senate races hot on accusations, light on ideas

By Charles Babington

WASHINGTON (AP) — This year's Senate races have featured astronomical spending, ceaseless attack ads and innumerable slaps at a president who's not on the ballot. Largely missing, however, are ideas on how best to govern the nation.

Even with control of the Senate at stake, serious discussions about deficit spending, climate change, immigration, Social Security's long-term future and other knotty issues rarely emerged.

Republicans overwhelmingly devoted their campaigns to criticizing President Barack Obama's leadership and governing style. And Democrats, while sometimes forced to wanly defend "Obamacare," often caricatured their opponents as throwbacks eager to limit women's reproductive rights.

To be sure, superficial debates and 30-second attack ads have fueled U.S. political campaigns for years. But even by that measure, political veterans say, this fall's elections were remarkably light on policy and ideas.

More

Some Maine towns in dark as election approaches

By The Associated Press

PORTLAND, Maine (AP) — Thousands of Maine voters — and possibly some polling places — are expected to be in the dark after a powerful storm knocked out electricity for more than 100,000 homes and businesses.

A storm Sunday lashed the state with 50 mph gusts of wind and dumped more than a foot of snow in places.

A Central Maine Power spokesman says there are no assurances that all polling places will have electricity on Election Day.

John Myers, president of the Maine Town and City Clerk's Association, says clerks stand ready to improvise. He says generators or portable heaters will be brought in if necessary.

Unofficial observations reported to the National Weather Service indicate the town of Cary got the most snow, 21 inches. Orrington got 17 inches and Bangor got more than a foot.

After 5 reports: Future of UN climate body debated

By Karl Ritter

COPENHAGEN, Denmark (AP) — After a six-year scientific marathon that involved about 4,000 authors, contributors and reviewers and 30,000 climate studies, the U.N.'s expert panel on climate change has published its latest assessment on global warming. Now many wonder what's next.

The Intergovernmental Panel on Climate Change has answered the most important question on global warming — whether humans are causing it — with 95 percent certainty: Yes.

Next year, the IPCC is set to make a decision on its future and even the panel itself is asking whether it makes sense to embark on another mammoth climate report, which would be its sixth since 1988.

The painstaking and time-consuming work of the Nobel Peace Prize-winning group has meant that some of its findings are already out of date by the time its reports are published.

More

A message from the American Petroleum Institute

America is now the world's #1 natural gas producer and is expected to become #1 in oil by 2015. Smart energy policies can create jobs, grow our economy and establish America as a global energy leader.

Learn more at ChooseEnergy.org

Mystery drones fly over French nuclear sites

By Jamey Keaten

PARIS (AP) — French security officials are investigating a spate of mysterious and illegal flights by drone aircraft over more than a dozen nuclear power stations in France, raising security concerns in a country that largely lives off atomic energy.

In what environmental activists call a worrisome development, authorities have tallied at least 15 overflights of nuclear sites since early October, culminating Friday with five at separate sites, government and utility officials said Monday.

Authorities would not speculate about who could be behind the overflights or what their motive might be. But prospects ranged from would-be terrorist scouts, economic spies, a political or environmental group, or even a hobbyist playing an illegal joke.

Environment and Energy Minister Segolene Royal said there are no leads as to who was behind the flights.

More

Battle in east Libya's Benghazi sets ship ablaze

By Omar Almosmari

CAIRO (AP) — Fierce fighting near the port of Libya's eastern city of Benghazi set fire to a large ship Monday, with witnesses and the country's military spokesman disagreeing whether it was an oil tanker or a naval warship engulfed in flames.

Mohammed Hegazi, the army spokesman, told The Associated Press that Islamist militias fired rocket propelled grenades from high-rise buildings overlooking the port, hitting an oil tanker.

"I saw it with my own eyes and it is a small oil tanker," he said, declining to divulge any more details about the tanker. He added that the army has previously warned oil tankers from entering Benghazi port, and said it's not clear why the tanker was present in the port. The Benghazi port has been closed for weeks.

However, witnesses who spoke to the AP said it was a naval warship that was hit in the crossfire. It was not immediately possible to clarify the discrepancies between the two accounts.

More

GOP Senate could see Inhofe gunning for Obama environment agenda

If Republicans win control of the Senate in Tuesday's elections, oil industry champion and climate change arch-skeptic Sen. James Inhofe, R-Okla., will likely chair the Environment and Public Works Committee, morphing the panel from a protector of Obama administration

policies to “a battering ram” against them, E&E reports.

More

Legal challenges would await Denton fracking ban

If voters in Denton, Texas approve a fracking ban, the measure would be virtually guaranteed to face legal challenges, in particular since drilling rigs are already operating in the community, the Star-Telegram reports.

More

Nebraska voters hold fate of Keystone judge

Nebraska Judge Stephanie Lacey -- who declared the law used to determine the routing for the Keystone XL pipeline was unconstitutional -– is among a number of figures on the bench who are getting their fate determined in a retention vote Tuesday, the Omaha World-Herald reports.

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Oil slides further on Saudi price cuts

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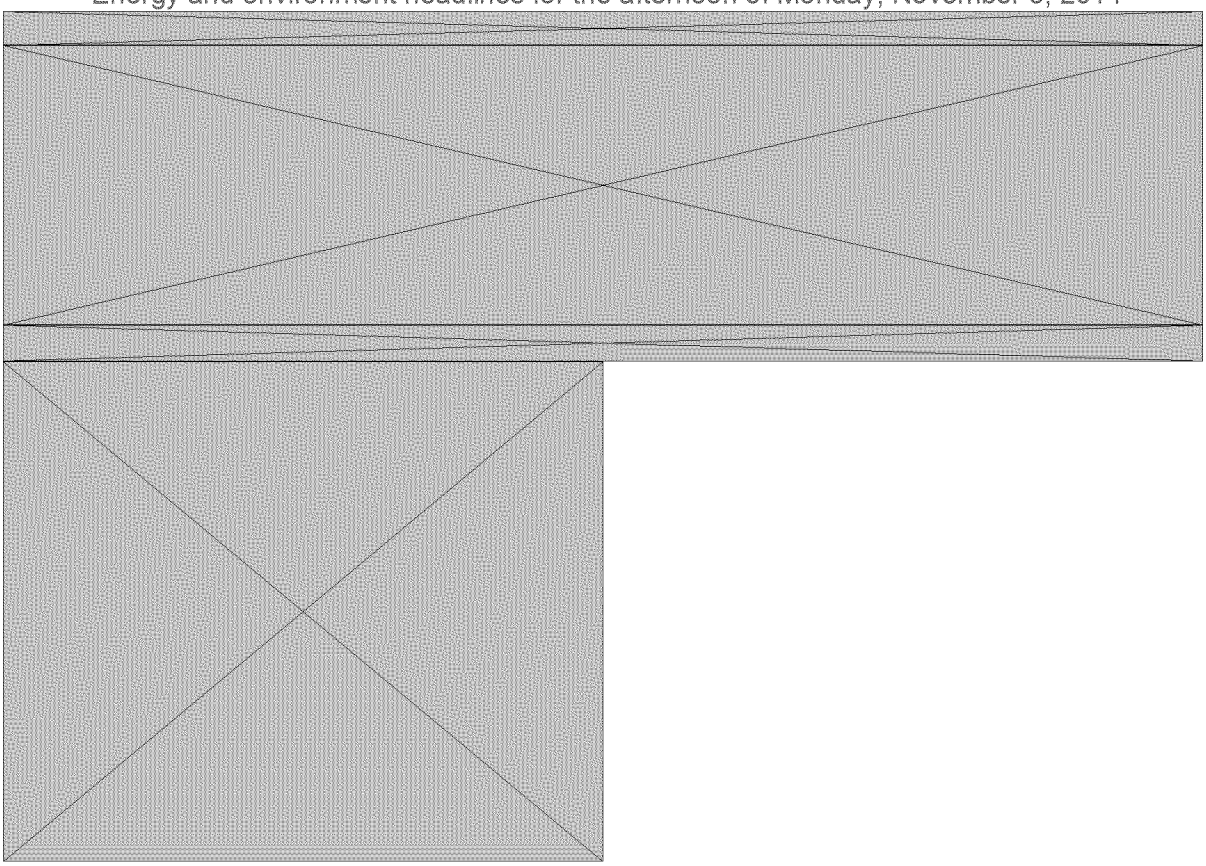
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The companies, which did not admit liability, will also spend $50 million to correct their mileage certification processes and and forfeit more than $200 million worth of greenhouse gas credits, EPA said in a joint statement with the Justice Department.

The settlement was touted by EPA Administrator Gina McCarthy and Attorney General Eric Holder as a step to enforce federal greenhouse gas regulations.

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"That tilts the market in favor of those who don't play by the rules and it disadvantages those that actually do play by the rules," McCarthy told a news conference. "And that's simply not fair, and it's also not legal."

Also involved in the case as a co-plaintiff was the California Air Resources Board, which is to get more than $6.3 million from the settlement.

EPA said the overstated mileage estimates translate into 4.75 million metric tons of greenhouse gas emissions, which the company will not be able to claim as saved, as it gives up the emissions credits it could use to offset emissions of lower-mileage cars or sell to other automakers.

Both companies said they are paying the penalties -- $56.8 million for Hyundai and $43.2 million for Kia -- to end the probe and potential litigation.

David Zuchowski, president of Hyundai Motor America, said in a statement that the company still believes its test processes were in line with EPA regulatory requirements, and that the faulty mileage estimates were based on a data processing error and its interpretation of those requirements.

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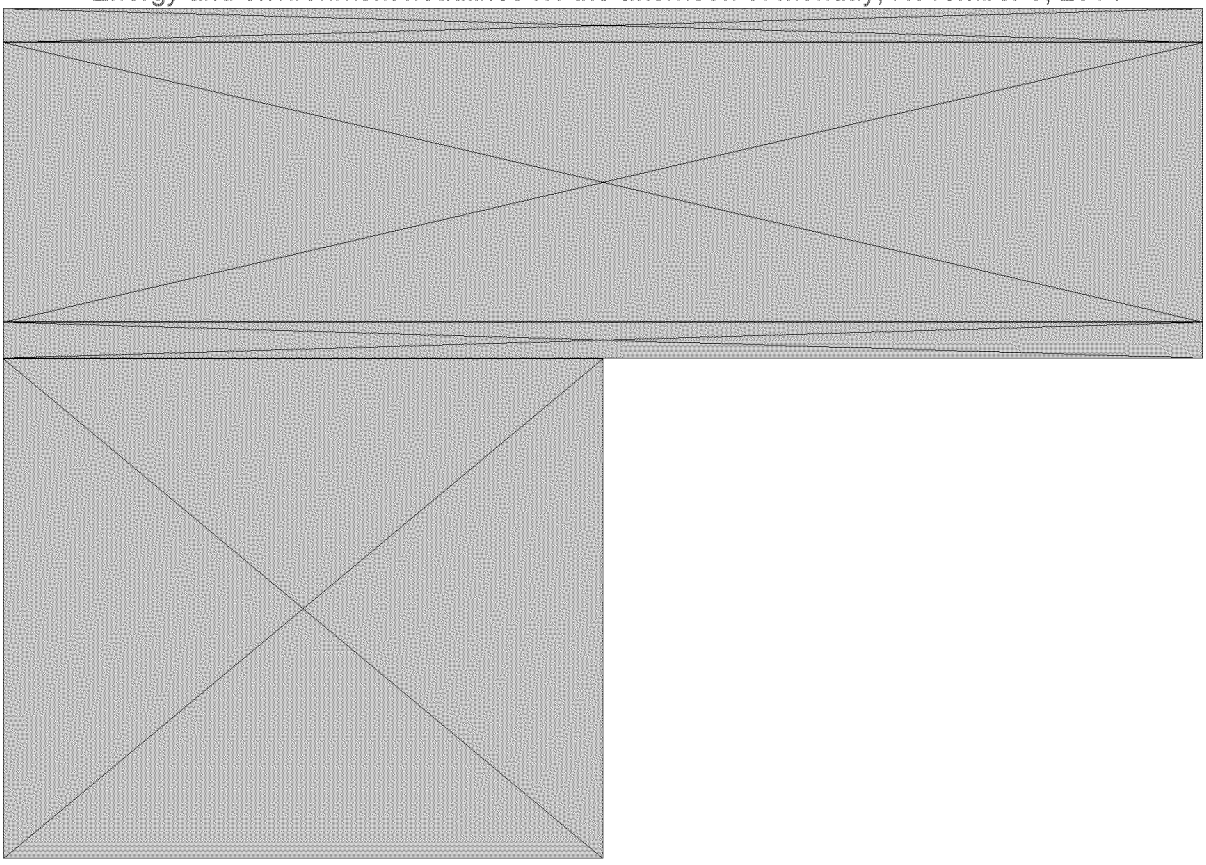
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To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Ex. 6
Sent: Mon 11/3/2014 11:15:43 PM
Subject: Re: Your EPA Inquiry - VW Recall Affects Fuel economy

Mr. Snyder,

Thank you so much for following up with VW on this. My VIN is: Ex. 6

I understand that VW is saying that this modification to the transmission should not affect FE, but shouldn't a retest with a modified version of the car be conducted to certify that it doesn't? After all, the car is different from the car I bought, and it is getting less milage after the modification.

Ex. 6

On Nov 3, 2014, at 5:48 PM, Snyder, Jim <Snyder.Jim@epa.gov> wrote:

Mr. Nail,
After we first corresponded, I contacted VW to find out more about this recall campaign and whether it could affect FE. Normally they are fairly prompt at responding but in this case it seem to fall through the cracks. Perhaps I didn't reach the right person. I sent another note to VW and received a response from fairly high up. From what he described, the Calibration flash shouldn't have any effect on the vehicle during operation and the field fix in general should not have caused 4mpg loss if performed properly. He promised to follow up on your case. I forwarded this email thread to him but he needs your VIN# too.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jennifer France [mailto:France.Jennifer@epamail.epa.gov] On Behalf Of OTAQ@epa.gov
Sent: Friday, October 31, 2014 1:14 PM
To: Snyder, Jim
Cc: Wehrly, Linc
Subject: Your EPA Inquiry - VW Recall Affects Fuel economy

Please note: we are cc'ing the Group Managers so that they are aware of the extra workload being assigned to staff.

<image001.gif>dfnail---10/22/2014 10:10:16 AM---Recipient otaq@epa.gov

From: dfnail@cfl.rr.com
To: OTAQ@EPA
Date: 10/22/2014 10:10 AM
Subject: Your EPA Inquiry - (022101015) dfnail@cfl.rr.com - Recall Affects Mileage [Fueleconomy] - OTAQ Web

---

Recipient
otaq@epa.gov
UserWord
human
Word
human
comments

During an arbitration hearing it was established by testing and driving data that my 2013 Jetta Hybrid dropped at least four mpg combined average after the recall was performed. That is a drop of about 9% in fuel efficiency. This could be due to either the innate characteristics of the transmission mod or the incorrect implementation of the mod. There is reason to believe that the mod was performed incorrectly, therefore VW corporate agreed to re-perform the mod.

Let me first note that the VW shop manual states that the transmission fluid level has to be exact or the function of the transmission will be impaired. When I was certain there was a sustained drop in milage, I took the car back to the dealer who had performed the recall. He said in writing that he rechecked the transmission fluid level and it was correct. However, the fluid level cannot be checked. It can only be drained completely and refilled with the exact amount. So, that is what needs to carefully be redone.

Also, the recall instructions specified that the transmission control software be updated. The dealer said that this was not done because it had already been done by the selling dealer before I took delivery. However, in checking with the selling dealer, it turned out that the earlier update was an overall software optimization and had nothing to do with the transmission recall software update. Therefore, this particular update needs to be done.

I know there cannot be 100% assurance that the re-performance of this recall will restore my fuel efficiency. However, it should be re-performed correctly so that it will not be a factor in determining the cause of lower fuel efficiency if it still exists after the redo. I am hopeful that the fuel efficiency I had before the recall can be restored.

However, if not, It would be helpful to know what VW's response is to the effect that the recall has on milage. Personally, I think a retest is in order.

Following is a long email thread with EPA trying to get to the bottom of this milage loss. Would you please update me on the results?

Thanks,

Ex. 6

Mr. Snyder,

Was wondering if you got a response from VW yet. I see a lot of complaints on the message boards about low gas milage for the Jetta Hybrid. Consumer Reports test of the 2013 Jetta hybrid resulted in a 37 mpg combined average. My personal experience was that the recall transmission modification dropped my combined average gas milage by 4 mpg. Donâ€™t know if this was due to

the characteristics of the mod itself or errors made in implementing the mod. It will be interesting to see how VW responds and if the car should be retested.

Thanks,

Ex. 6

Begin forwarded message:

From: Ex. 6
Subject: Re: [Fueleconomy] Recall Affects Mileage
Date: August 28, 2014 at 9:53:35 PM EDT
To: "Snyder, Jim" <Snyder.Jim@epa.gov>

Mr. Snyder,

Thank you very much for your reply. I look forward to hearing what response you get from VW and if you think their FE tests should be redone with possible changes in the advertised EPA mpg ratings.

Ex. 6

On Aug 28, 2014, at 4:41 PM, Snyder, Jim <Snyder.Jim@epa.gov> wrote:

Ex. 6

I am in the Compliance Division and your email thread just made its way to me today. Historically the EPA was only interested in the possible emissions effects and not in any FE effects due to manufacturer recall campaigns or service bulletins. With the passing of the Greenhouse Gas Regulations such possible fuel economy changes could impact the manufacturerâ€™s declared CO2 output and their reported calculations could require revision. I do not think there is anything in the GHG regs with regard to the customer but some companies whose FE was found incorrect have voluntarily compensated customers on their own or through Class action agreements.

I was not aware of this particular VW recall until now so I am not familiar with the details of it. Just reading it I donâ€™t see mention of a calibration change. For starters, I will ask VW for a more detailed description of everything that is done for this campaign and what effect it has on fuel economy.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
snyder.jim@epa.gov

From: Pugliese, Holly On Behalf Of ComplianceInfo
Sent: Thursday, August 28, 2014 11:05 AM
To: Snyder, Jim
Subject: FW: [Fueleconomy] Recall Affects Mileage

Hi Jim. This long email trail just came to the compliance info box. This is the first time Iâ€™m seeing it there, but take a look and see if there is anything that can be said.

Thanks.

Holly Pugliese
Office of Transportation and Air Quality
US EPA

From: Ex. 6
Sent: Thursday, August 28, 2014 10:59 AM
To: ComplianceInfo
Subject: Fwd: [Fueleconomy] Recall Affects Mileage

Please respond to this question as stated in the email thread below.

If a manufacturer recalls a car to make safety changes, and the changes result in lower gas milage, what is the manufacturerâ€™s responsibility to the customer who bought the car based on its gas milage performance?

Ex. 6

Begin forwarded message:

From: Ex. 6
Subject: Re: [Fueleconomy] Recall Affects Mileage
Date: August 14, 2014 at 4:42:29 PM EDT
To: FuelEconomy <fueleconomy@ornl.gov>

Thanks. I will look forward to their response.

I know EPA was involved with Ford and their low milage, but that was due to testing errors and not a recall. Maybe if low milage exists for any reason, EPA would be interested in verifying that their ratings are not flawed, especially if there is evidence of lower than rated milage by independent testers or consumer real world experience in general.

Ex. 6

On Aug 14, 2014, at 4:30 PM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Ex. 6

Your email was re-sent to the EPA yesterday and this afternoon we received a response that it has been forwarded to one of their certification representatives with a request for him to respond to you. The EPA will have to clarify their position on this but it is likely a complicated issue without a simple answer. There was a case in the past involving Honda Civic Hybrids that were recalled and it was claimed by many consumers that the recall work lowered their fuel economy. There were quite a number of complaints and ultimately it was settled in court as a class action lawsuit between the affected consumers and Honda but the EPA did not get actively involved to our knowledge. The EPA is responsible for ensuring that Federal procedures are followed during certification and that no errors are made but assuming that the manufacture certified the vehicle correctly and in good faith, future unanticipated work performed on a model may be outside of EPA's scope unless there is suffi cient data to force an investigation.

Hopefully the EPA will respond to your email this time. We at www.fueleconomy.gov get our data from the EPA but we are not in a position to speak on EPA's behalf about their policies regarding

investigations and enforcement. If you do not hear back in the next week or so, we can only suggest contacting them directly at: http://www.epa.gov/otaq/oms-cmt.htm .

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Ex. 6
Sent: Wednesday, August 13, 2014 12:15 PM
To: FuelEconomy
Subject: Re: [Fueleconomy] Recall Affects Mileage

I haven't heard anything from EPA. Could you check the status on this and let me know if I will be hearing from them soon, or should I contact someone specifically?

Ex. 6

On Aug 1, 2014, at 6:10 PM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Ex. 6

Thank you for the additional information. This has been forwarded on to our contact at EPA. He will likely respond to you directly but if we hear back on this we will forward that response to you.

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Ex. 6
Sent: Friday, August 01, 2014 12:54 PM
To: FuelEconomy
Subject: Re: [Fueleconomy] Recall Affects Milage

Thank you. Here are the details.

I bought a 2013 Jetta Hybrid that is mpg rated at 48 highway, 45 combined, and 42 city. I worked real hard at learning how to drive this car so I could consistently get 45 mpg average. Then, at 8630 miles I took it in for a factory safety recall that changed the transmission synthetic fluid to a mineral based fluid and reprogramed the transmission control software.

Since then I have not been able to ever achieve the 45 mpg average again even with the same or even more careful driving protocol. 41 to 42mpg average is the best I can do. I took it to the dealer at 14,961miles. They tested the car and recorded and documented a mpg of 36.2, even worse than mine. A VW corporate troubleshooter then tested the car on the interstate at a steady 70 mph for 55 miles and recorded and documented 46.1 mpg. He then declared there was nothing wrong with the car and that it was within the estimated mpg ratings.

I am dissatisfied with the VW response because I believe the car is now different than the car I

bought and is underperforming the rated mpg.

My question is, what is the manufacturer's responsibility to the customer who bought this car based in large part on its advertised gas milage performance?

Sincerely,
Ex. 6
Cocoa Beach, Fl
Ex. 6

On Aug 1, 2014, at 11:10 AM, FuelEconomy <fueleconomy@ornl.gov> wrote:

Hello Ex. 6

Thank you for contacting us. The Fuel Economy Website is produced at Oak Ridge National Laboratory with data supplied to us by the EPA. If you would like to provide us with details about your vehicle and the recall work done that may affect fuel economy, we would be happy to forward that to our contact at the EPA for a response. Alternatively, you could contact the EPA directly. The EPA's Office of Transportation and Air Quality is responsible for all vehicle testing, certification, and labeling. Their testing facility is located in Ann Arbor, Michigan and can be found on the web at:http://www.epa.gov/nvfel/ Their main contact page is at: http://www.epa.gov/otaq/oms-cmt.htm . You could also send an email tocomplianceinfo@epa.gov . Sorry we cannot provide you with a direct answer but this must be addressed by the EPA.

Sincerely,

www.fueleconomy.gov

-----Original Message-----
From: Ex. 6 Ex. 6
Sent: Thursday, July 31, 2014 4:17 PM
To: FuelEconomy
Subject: [Fueleconomy] Recall Affects Milage

If a manufacturer recalls a car to make safety changes, and the changes result in lower gas milage, what is the manufacturer's responsibility to the customer who bought the car based on its gas milage performance?

Ex. 6
email
Ex. 6
name
Ex. 6

referrer

ssubject
Recall Affects Mileage [Fueleconomy]

WARNING NOTICE
This electronic mail originated from a federal government computer system of the United States Environmental

Protection Agency (EPA). Unauthorized access or use of this EPA system may subject violators to criminal, civil and/or administrative action. For official purposes, law enforcement and other authorized personnel may monitor, record, read, copy and disclose all information which an EPA system processes. Any person's access or use, authorized and unauthorized, of this EPA system to send electronic mail constitutes consent to these terms.

This information is for tracking purposes only.
Submitting script: /cgi-bin/captcha.mail.cgi
Submitting host: /cgi-bin/captcha.mail.cgi (97.101.202.55)
Browser: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_9_5) AppleWebKit/600.1.17 (KHTML, like Gecko) Version/7.1 Safari/537.85.10
Referred: http://www.epa.gov/otaq/oms-cmt.htm
TSSMS: orcdizux
Mail to File: omsmail.txt

To: Snyder, Jim[Snyder.Jim@epa.gov]; Hennard, Mike (EEO)[mike.hennard@vw.com]; Schmidt, Oliver (EEO)[Oliver.Schmidt@vw.com]
From: Snyder, Jim
Sent: Mon 11/3/2014 11:40:59 PM
Subject: RE: Your EPA Inquiry - VW Recall Affects Fuel economy

His VIN:

Thank you so much for following up with VW on this. My VIN is: **Ex. 6**

Ex. 6

-Jim

From: Snyder, Jim
Sent: Monday, November 03, 2014 4:26 PM
To: Hennard, Mike (EEO); 'Schmidt, Oliver (EEO)'
Subject: FW: Your EPA Inquiry - VW Recall Affects Fuel economy

Oliver , I appreciate your serious response to this inquiry. I don't know all the details since I haven't talk to him since my initial contact with him. Attached is the email thread. It contains his contact information but not the vehicle's VIN. He has been working with either a dealer or field rep. Some question regarding whether the field fix was correctly performed. I will notify him that someone may be contacting him to follow up on this.

John LaCroix is still here but he focuses on non-road now rather than Light Duty vehicles.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

Ex. 6 -10/22/2014 10:10:16 AM---Recipient otaq@epa.gov

From: Ex. 6
To: OTAQ@EPA
Date: 10/22/2014 10:10 AM
Subject: Your EPA Inquiry - (022101015 Ex. 6 Recall Affects Mileage [Fueleconomy] - OTAQ Web

---

Recipient
otaq@epa.gov
UserWord
human
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comments
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Date: August 28, 2014 at 9:53:35 PM EDT
To: "Snyder, Jim" <Snyder.Jim@epa.gov>

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Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
snyder.jim@epa.gov

From: Pugliese, Holly On Behalf Of ComplianceInfo
Sent: Thursday, August 28, 2014 11:05 AM

To: Snyder, Jim
Subject: FW: [Fueleconomy] Recall Affects Mileage

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Office of Transportation and Air Quality
US EPA

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www.fueleconomy.gov

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Sincerely,

www.fueleconomy.gov

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Subject: [Fueleconomy] Recall Affects Milage

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Ex. 6

Ex. 6

org

referrer

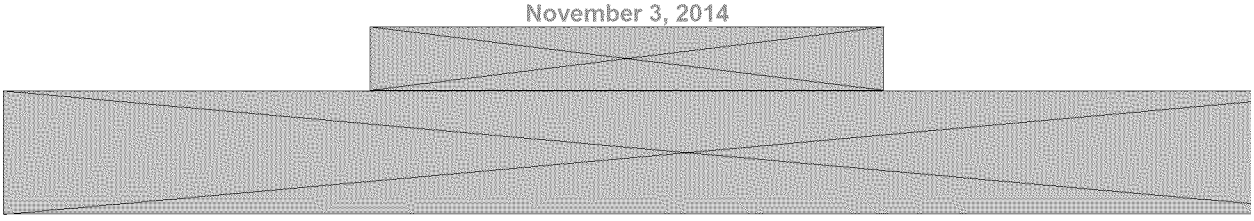
ssubject
Recall Affects Mileage [Fueleconomy]

WARNING NOTICE
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This information is for tracking purposes only.
Submitting script: /cgi-bin/captcha.mail.cgi
Submitting host: /cgi-bin/captcha.mail.cgi (97.101.202.55)
Browser: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_9_5) AppleWebKit/600.1.17 (KHTML, like Gecko) Version/7.1 Safari/537.85.10
Referred: http://www.epa.gov/otaq/oms-cmt.htm
TSSMS: orcdizux
Mail to File: omsmail.txt

To: Bunker, Byron[bunker.byron@epa.gov]
From: Automotive News
Sent: Mon 11/3/2014 11:42:32 PM
Subject: U.S. SALES REPORT: Falling gasoline prices, truck-hungry buyers and rising consumer confidence deliver solid October

November 3, 2014



» Get the numbers at Automotive News Data Center

Click here to open this newsletter in a Web browser

Falling gasoline prices, trucks deliver solid October

12:54 pm U.S. ET | Nov 3

In a month marked by falling gasoline prices, pickups and SUVs led U.S. auto sales to a 6 percent rise in October. Automakers sold 1,281,132 light vehicles for a seasonally adjusted annualized selling rate of 16.5 million, slightly better than expected. The SAAR has stayed above 16 million every month starting in March. ... » READ

Nissan brand rolls to 13th record month

12:00 pm U.S. ET | Nov 3

Rising Sentra, Versa and Rogue volumes gave Nissan Division its 13th consecutive record sales month in October. The brand sold 94,072 vehicles for the month, an increase of 15 percent over October 2013. ... » READ

Trucks, Camry lift Toyota up 7%

3:30 pm U.S. ET | Nov 3

Booming SUV and crossover deliveries drove Toyota Motor Sales U.S.A. to a 7 percent sales gain in October. Toyota and Scion volume rose 8 percent to 157,225, while Lexus sales gained 3 percent to 23,355 last month for combined sales of 180,580 cars and trucks. ... » READ

Jeep, Ram carry Chrysler to another stellar month

12:00 pm U.S. ET | Nov 3

Jeep sales continue to defy gravity, with older models even posting strong gains, and helping drive Chrysler Group to another monthly volume increase. Chrysler Group deliveries rose 22 percent in October, giving the company

ON THE BLOGS

JESSE SNYDER

Weep not for pickup makers

its 55th straight monthly gain. ... » READ

» READ

GM volume edges up on strong trucks, weak crossovers

12:00 pm U.S. ET | Nov 3

Ford deliveries fall on reduced F-150 output

12:00 pm U.S. ET | Nov 3

Honda's redesigned CR-V outsells Accord, Civic

10:57 am U.S. ET | Nov 3

BMW tops in luxury sales, despite Mercedes' best month of 2014

4:36 pm U.S. ET | Nov 3

Canada sets more auto sales records in October

3:21 pm U.S. ET | Nov 3

Chrysler, Nissan set pace as U.S. sales rise 6% on truck demand

6:00 am U.S. ET | Nov 3

WINNERS AND LOSERS

% change in sales among brands

	Winners	Oct.		Winners	10 mos.		Losers	Oct.		Losers	10 mos.
1	Maserati	104.9%	1	Maserati	265.2%	1	Jaguar	-33.5%	1	Mini	-19.6%
2	Jeep	51.7%	2	Jeep	45.9%	2	Scion	-15.3%	2	Scion	-14.8%
3	Ram	35.9%	3	Mitsubishi	29.8%	3	Land Rover	-15.0%	3	Volkswagen division	-12.2%
4	Mitsubishi	30.5%	4	Ram	26.3%	4	Dodge	-8.4%	4	Volvo	-8.2%
5	Subaru	24.7%	5	Subaru	20.3%	5	Cadillac	-8.0%	5	Jaguar	-8.1%

Top Selling Light Vehicles

		Oct.		10 mos.
1	Ford F series	63,410	Ford F series	620,44
2	Cheverolet Silverado	46,966	Cheverolet Silverado	429,11
3	Ram	39,834	Toyota Camry	368,14

4	Toyota Camry			
5	Honda CR-V	29,257	Honda Accord	331,51
6	Honda Accord	27,128	Toyota Corolla/ Matrix	283,76
7	Toyota Corolla/ Matrix	24,959	Nissan Altima	280,47
8	Ford Escape	24,919	Honda Civic	277,58
9	Chevrolet Cruze	24,289	Honda CR-V	270,27
10	Honda Civic	24,154	Ford Fusion	263,43

Top Selling Cars

		Oct.		10 mos.
1	Toyota Camry	33,164	Toyota Camry	368,14
2	Honda Accord	27,128	Honda Accord	331,51
3	Toyota Corolla/ Matrix	24,959	Toyota Corolla/ Matrix	283,76
4	Chevrolet Cruze	24,289	Nissan Altima	280,47
5	Honda Civic	24,154	Honda Civic	277,58
6	Nissan Altima	23,544	Ford Fusion	263,43
7	Ford Fusion	22,846	Chevrolet Cruze	232,40
8	Hyundai Sonata	15,563	Ford Focus	189,88
9	Volkswagen Jetta	14,607	Hyundai Elantra	189,16
10	Ford Focus	13,733	Hyundai Sonata	180,49

Top Selling Light Trucks

		Oct.		10 mos.
1	Ford F series	63,410	Ford F series	620,44
2	Cheverolet Silverado	46,966	Cheverolet Silverado	429,11
3	Ram	39,834	Ram	359,70
4	Honda CR-V	29,257	Honda CR-V	270,27
5	Ford Escape	24,919	Ford Escape	255,08
6	Toyota RAV4	21,524	Toyota RAV4	223,59
7	GMC Sierra	18,564	Chevrolet Equinox	202,40

8	Chevrolet Equinox		Ford Explorer	
9	Ford Explorer	16,496	Nissan Rogue	169,25
10	Jeep Cherokee	15,715	GMC Sierra	165,85

Table sorted by year-to-date sales

	Oct. 2014	Oct. 2013	% change	10 mos. 2014	10 mos. 2013	% change
Buick	18,699	17,555	7%	189,463	175,058	8%
Cadillac	13,615	14,792	-8%	141,452	148,206	-5%
Chevrolet	155,965	155,214	1%	1,698,831	1,648,543	3%
GMC	38,540	38,841	-1%	404,961	372,054	9%
General Motors	**226,819**	**226,402**	**0%**	**2,434,707**	**2,343,861**	**4%**
Ford division	179,014	184,136	-3%	1,988,941	2,011,956	-1%
Lincoln	8,883	7,131	25%	76,671	66,983	15%
Ford Motor Co.	**187,897**	**191,267**	**-2%**	**2,065,612**	**2,078,939**	**-1%**
Lexus	23,355	22,719	3%	244,038	213,479	14%
Scion	4,182	4,940	-15%	50,285	59,030	-15%
Toyota Division	153,043	141,317	8%	1,681,045	1,594,646	5%
Toyota/Scion	*157,225*	*146,257*	8%	*1,731,330*	*1,653,676*	5%
Toyota Motor Sales	**180,580**	**168,976**	**7%**	**1,975,368**	**1,867,155**	**6%**
Chrysler Division	27,546	23,452	18%	250,612	261,198	-4%
Dodge	41,512	45,314	-8%	485,469	507,148	-4%
Ram	42,499	31,264	36%	379,647	300,560	26%
Fiat	3,725	3,674	1%	39,226	36,416	8%
Jeep	55,198	36,379	52%	571,585	391,764	46%
Chrysler Group	***170,480***	***140,083***	***22%***	***1,726,539***	***1,497,086***	***15%***
Ferrari*	175	171	2%	1,750	1,710	2%
Maserati	1,203	587	105%	10,328	2,828	265%
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Acura	15,427	14,296	8%	135,177	135,126	0%
Honda Division	105,745	100,242	6%	1,146,600	1,138,424	1%
American Honda Motor Co.	**121,172**	**114,538**	**6%**	**1,281,777**	**1,273,550**	**1%**
Infiniti	9,045	9,152	-1%	93,925	90,071	4%
Nissan Division	94,072	81,866	15%	1,072,464	942,063	14%
Nissan North America	**103,117**	**91,018**	**13%**	**1,166,389**	**1,032,134**	**13%**
Hyundai division	50,081	53,555	-7%	607,539	601,773	1%
Kia	44,694	39,754	12%	489,711	456,137	7%
Hyundai-Kia	**94,775**	**93,309**	**2%**	**1,097,250**	**1,057,910**	**4%**
Audi	15,150	13,001	17%	146,133	127,412	15%
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BMW division	30,602	27,574	11%	267,193	240,139	11%
Mini	5,300	5,700	-7%	44,488	55,335	-20%
Rolls-Royce*	75	71	6%	750	710	6%
BMW Group	**35,977**	**33,345**	**8%**	**312,431**	**296,184**	**6%**
Mazda	**18,798**	**19,737**	**-5%**	**259,751**	**240,228**	**8%**

Maybach						
Mercedes-Benz	30,733	32,109	-4%	281,729	262,119	8%
Smart USA	585	513	14%	8,665	7,450	16%
Daimler AG	31,318	32,622	-4%	290,394	269,575	8%
Mitsubishi	6,199	4,752	31%	64,564	49,733	30%
Jaguar	1,007	1,515	-34%	12,837	13,962	-8%
Land Rover	3,643	4,286	-15%	42,067	39,645	6%
Jaguar Land Rover N.A.	4,650	5,801	-20%	54,904	53,607	2%
Volvo Cars N.A.	3,972	3,919	1%	47,823	52,112	-8%
Tesla*	1,400	1,302	8%	19,530	18,024	8%
Suzuki	-	-	-	-	5,946	-100%
Other**	117	114	3%	1,162	1,132	3%
U.S. LIGHT VEHICLE	1,281,132	1,207,516	6%	13,717,987	12,997,862	6%

*Estimate
**Includes estimates for Aston Martin, Ferrari and Lotus
***Fiat completed the merger with Chrysler Group under holding group Fiat Chrysler Automobiles on Oct. 12, 2014; Fiat Group and Chrysler Group sales totals for 2013 and 2014 are combined under Fiat Chrysler Automobiles.

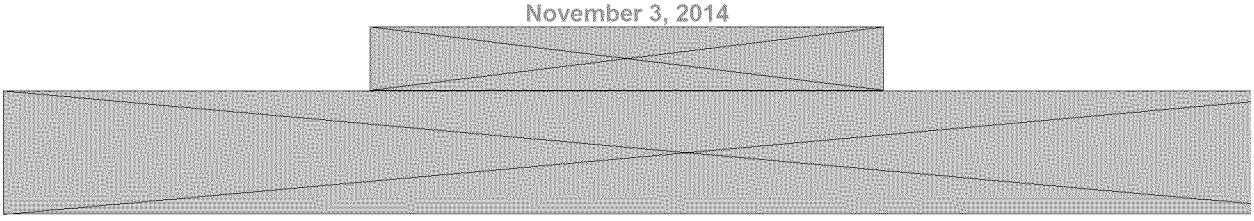
Highlights

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Mfgr. gained the most volume - Oct.	Fiat Chrysler Automobiles***	31,017	Mfgr. gained the most volume - 10 mos.	Fiat Chrysler Automobiles***	236,993
Mfgr. lost the most volume - Oct.	Ford Motor Co.	(3,370)	Mfgr. lost the most volume - 10 mos.	VW Group of America	(19,047)
Mfgr. highest % increase - Oct.	Mitsubishi	31%	Mfgr. highest % increase - 10 mos.	Mitsubishi	30%
Mfgr. biggest % drop - Oct.	JLR	-20%	Mfgr. biggest % drop - 10 mos.	Volvo	-8%
Brand highest volume - Oct.	Ford	179,014	Brand highest volume - 10 mos.	Ford	1,988,94
Brand gained the most volume - Oct.	Jeep	18,819	Brand gained the most volume - 10 mos.	Jeep	179,821
Brand lost the most volume - Oct.	Ford	(5,122)	Brand lost the most volume - 10 mos.	VW	(41,775)
Brand highest % increase - Oct.	Maserati	105%	Brand highest % increase - 10 mos.	Maserati	265%
Brand biggest % drop - Oct.	Jaguar	-34%	Brand biggest % drop - 10 mos.	Mini	-20%

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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Mon 11/3/2014 11:42:49 PM
Subject: U.S. SALES REPORT: Falling gasoline prices, truck-hungry buyers and rising consumer confidence deliver solid October

November 3, 2014



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Falling gasoline prices, trucks deliver solid October

12:54 pm U.S. ET | Nov 3

In a month marked by falling gasoline prices, pickups and SUVs led U.S. auto sales to a 6 percent rise in October. Automakers sold 1,281,132 light vehicles for a seasonally adjusted annualized selling rate of 16.5 million, slightly better than expected. The SAAR has stayed above 16 million every month starting in March. ... » READ

Nissan brand rolls to 13th record month

12:00 pm U.S. ET | Nov 3

Rising Sentra, Versa and Rogue volumes gave Nissan Division its 13th consecutive record sales month in October. The brand sold 94,072 vehicles for the month, an increase of 15 percent over October 2013. ... » READ

Trucks, Camry lift Toyota up 7%

3:30 pm U.S. ET | Nov 3

Booming SUV and crossover deliveries drove Toyota Motor Sales U.S.A. to a 7 percent sales gain in October. Toyota and Scion volume rose 8 percent to 157,225, while Lexus sales gained 3 percent to 23,355 last month for combined sales of 180,580 cars and trucks. ... » READ

Jeep, Ram carry Chrysler to another stellar month

12:00 pm U.S. ET | Nov 3

Jeep sales continue to defy gravity, with older models even posting strong gains, and helping drive Chrysler Group to another monthly volume increase. Chrysler Group deliveries rose 22 percent in October, giving the company

ON THE BLOGS

JESSE SNYDER

Weep not for pickup makers

its 55th straight monthly gain. ... » READ

» READ

GM volume edges up on strong trucks, weak crossovers

12:00 pm U.S. ET | Nov 3

Ford deliveries fall on reduced F-150 output

12:00 pm U.S. ET | Nov 3

Honda's redesigned CR-V outsells Accord, Civic

10:57 am U.S. ET | Nov 3

BMW tops in luxury sales, despite Mercedes' best month of 2014

4:36 pm U.S. ET | Nov 3

Canada sets more auto sales records in October

3:21 pm U.S. ET | Nov 3

Chrysler, Nissan set pace as U.S. sales rise 6% on truck demand

6:00 am U.S. ET | Nov 3

WINNERS AND LOSERS

% change in sales among brands

	Winners	Oct.		Winners	10 mos.		Losers	Oct.		Losers	10 mos.
1	Maserati	104.9%	1	Maserati	265.2%	1	Jaguar	-33.5%	1	Mini	-19.6%
2	Jeep	51.7%	2	Jeep	45.9%	2	Scion	-15.3%	2	Scion	-14.8%
3	Ram	35.9%	3	Mitsubishi	29.8%	3	Land Rover	-15.0%	3	Volkswagen division	-12.2%
4	Mitsubishi	30.5%	4	Ram	26.3%	4	Dodge	-8.4%	4	Volvo	-8.2%
5	Subaru	24.7%	5	Subaru	20.3%	5	Cadillac	-8.0%	5	Jaguar	-8.1%

Top Selling Light Vehicles

		Oct.		10 mos.
1	Ford F series	63,410	Ford F series	620,44
2	Cheverolet Silverado	46,966	Cheverolet Silverado	429,11
3	Ram	39,834	Toyota Camry	368,14

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Jaguar	1,007	1,515	-34%	12,837	13,962	-8%
Land Rover	3,643	4,286	-15%	42,067	39,645	6%
Jaguar Land Rover N.A.	4,650	5,801	-20%	54,904	53,607	2%
Volvo Cars N.A.	3,972	3,919	1%	47,823	52,112	-8%
Tesla*	1,400	1,302	8%	19,530	18,024	8%
Suzuki	-	-	-	-	5,946	-100%
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To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Tue 11/4/2014 1:39:02 PM
Subject: Golf SportWagen TDI

Hi Dave;

Welcome back, I hope you had an enjoyable week away. I have two more model types to enter into Verify today and was wondering if these conventional vehicle leaders in the Small Station Wagon class would get mention in this week's press release? The manual 6 speed Golf SportWagen TDI will tie with the BMW diesel model with the same combined, city and highway values.

As of what day will you be reviewing the labeled vehicles for this press release? I know it's not today because it's election day.

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Giles, Michael (EEO)[michael.giles@vw.com]
From: Snyder, Jim
Sent: Tue 11/4/2014 2:56:10 PM
Subject: RE: VW owner/EPA Inquiry - HEV Recall Affects Fuel economy?

Thanks Mike. FYI, Oliver sent me a note too. I'll forward it in case you didn't see it.

From: Giles, Michael (EEO) [mailto:michael.giles@vw.com]
Sent: Tuesday, November 04, 2014 9:23 AM
To: Snyder, Jim
Subject: RE: VW owner/EPA Inquiry - HEV Recall Affects Fuel economy?

Hi Jim,

I am checking into this and will try to get a response to you soon.

Regards,

Mike

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Friday, October 31, 2014 2:49 PM
To: Giles, Michael (EEO); Glas, Tobias
Subject: VW owner/EPA Inquiry - HEV Recall Affects Fuel economy?

Mike, Tobias, I'm not sure which of you is the right guy for this one. I have been corresponding with the owner of a 2013 Jetta Hybrid that had the DSG fluid recall done.

(Recall 13V568000: DSG Fluid Replacement), He seems pretty certain that he lost 4mpg since

the campaign was performed. From what he says there is a drain and fill to a different trans fluid and corresponding calib. flashing done .

I believe I asked previously if there is indeed a calibration change associated with this campaign and if it potentially affects FE. I can't find the note so I don't know who I asked, not even positive that I sent it. In the mean time it sounds like his case went to arbitration and it came to light that the service may have incorrectly performed . Improper fluid level and no re-flash done.

Perhaps we can get some of this confusion straightened out. The email thread trails back to July. Name is Ex. 6 if that helps. Firstly, can you find out exactly what changes this recall involves?

1. Is there a Cal change?

2. Does it typically affect FE?

3. Would improper fluid level affect FE?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Good, David[good.david@epa.gov]; Rodgers, William (EEO)[William.Rodgers@vw.com]
From: Thomas, Richard (EEO)
Sent: Tue 11/4/2014 2:56:57 PM
Subject: 2015 Addition of a Model Running Change

Hi Jim;

I just spoke to Dave Good who told me he left you a note regarding the revision to the Certificate for Diesel test group FVGAV02.0VAL, that Bill submitted on October 23rd. I would like to label the new Golf SportWagen TDI today so that it will be included in the planned EPA/DOE press release tentatively scheduled for this week. My label did not process today because the certificate has not been revised to add this new carline code 227, for the Golf SportWagen. Would it be possible to process the issuance of the revised certificate for this test group today? Dave said he was going to run the label program audits today.

Thanks, you can call me or Bill if you need more information.

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Good, David[good.david@epa.gov]; Rodgers, William (EEO)[William.Rodgers@vw.com]
From: Thomas, Richard (EEO)
Sent: Tue 11/4/2014 2:56:57 PM
Subject: 2015 Addition [Ex. 4 - CBI]

Hi Jim;

[Ex. 4 - CBI]

Thanks, you can call me or Bill if you need more information.

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Ex. 7 @vw.com]
From: Snyder, Jim
Sent: Tue 11/4/2014 2:57:23 PM
Subject: FW: VW owner/EPA Inquiry - HEV Recall Affects Fuel economy?

From: Ex. 7 @vw.com]
Sent: Monday, November 03, 2014 4:06 PM
To: Snyder, Jim
Cc: Ex. 7
Subject: RE: VW owner/EPA Inquiry - HEV Recall Affects Fuel economy?

Hello Jim,

thanks for the notification, we take customer complaints like this very serious.

Please in the future send inquiries like this to Ex. 7 the Senior Compliance Manager in the EEO Team with a copy to myself.

J. Lacroy (??) from the In Use team has done this in the past. Did he leave you or does he have a new job within the EPA ?

Can you please give us more details (maybe a copy of the customer email) ?

We especially need the VIN and the location of the customer to investigate the car.

A Fuel economy decline of 4 mpg seems not possible with this Field Fix if performed properly.

If I remember correctly the Calibration flash only opens the clutches in case of a failure so the car can be moved.

We will take all steps necessary to investigate this issue.

Ex. 7

Ex. 7

Engineering and Environmental Office

VOLKSWAGEN **Group of America, Inc.**

Ex. 7

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Friday, October 31, 2014 2:49 PM
To: Ex. 7
Subject: VW owner/EPA Inquiry - HEV Recall Affects Fuel economy?

Ex. 7 I'm not sure which of you is the right guy for this one. I have been corresponding with the owner of a 2013 Jetta Hybrid that had the DSG fluid recall done.

(Recall 13V568000: DSG Fluid Replacement), He seems pretty certain that he lost 4mpg since the campaign was performed. From what he says there is a drain and fill to a different trans fluid and corresponding calib. flashing done .

I believe I asked previously if there is indeed a calibration change associated with this campaign and if it potentially affects FE. I can't find the note so I don't know who I asked, not even positive that I sent it. In the mean time it sounds like his case went to arbitration and it came to light that the service may have incorrectly performed . Improper fluid level and no re-flash done.

Perhaps we can get some of this confusion straightened out. The email thread trails back to July. Name is Ex. 6 if that helps. Firstly, can you find out exactly what changes this

recall involves?

1. Is there a Cal change?

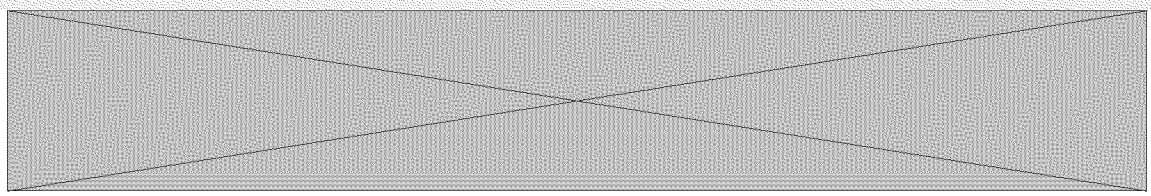
2. Does it typically affect FE?

3. Would improper fluid level affect FE?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

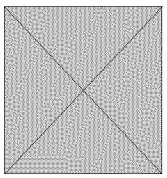
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Tue 11/4/2014 4:09:28 PM
Subject: Green Car Report Daily Headlines

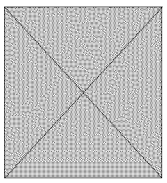
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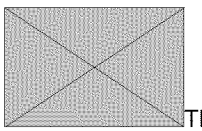
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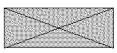
2015 Volkswagen Golf Range: Best Car To Buy 2015 Nominee

Nov 04, 2014 03:55 pm | feedback@highgearmedia.com (John Voelcker)

 The fifth and final of our five nominees for Green Car Reports' 2015 Best Car To Buy award is the new 2015 Volkswagen Golf range. It's a completely new, top-to-bottom makeover of the classic compact five-door hathback, now in its seventh generation since launching in 1974. DON'T MISS: Green Car Reports' 2015 Best Car To Buy: The Nominees (Video)...

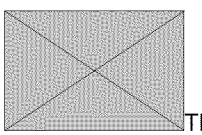
comments | read more





Car Dealers Fire Back: Why Negotiating Is Good For Car Buyers (Video)

Nov 04, 2014 03:00 pm | feedback@highgearmedia.com (Stephen Edelstein)

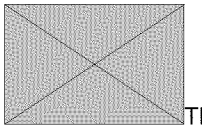
 The battle between Tesla Motors, which sells its electric cars directly to customers over the Internet, and the nation's car dealers--which want to make that practice illegal--has raged for four years. Now, it seems to be starting to breed a wider conversation about the role of franchised dealers. The argument against Tesla's direct-

sales model...

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Toyota Fuel Cell Sedan 'Featured' At Rally Course In Japan

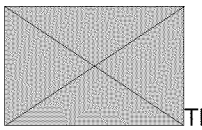
Nov 04, 2014 02:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 The Toyota Fuel Cell Sedan doesn't go on sale until next year, but it's already made its motorsport debut. Sort of. DON'T MISS: Will The Toyota Fuel Cell Sedan Target The Tesla Model S? The hydrogen fuel-cell car was "featured" in the final round of the 2014 Japanese Rally Championship over the weekend, where it ran the course but didn't try for a...

comments | read more

Europe Storms Ahead On CCS Fast Charging, U.S. Lags Behind

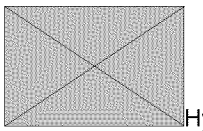
Nov 04, 2014 02:19 pm | feedback@highgearmedia.com (John Voelcker)

 The ability to recharge 80 percent of an electric car's battery in 20 to 30 minutes--known as DC fast-charging--is a critical element in expanding public acceptance of cars powered by batteries. But unlike the universal standard for conventional 240-Volt charging, the U.S. has three different and (mostly) incompatible fast-charging standards...

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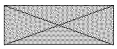
Hybrid Cars Can Cost Less To Own: Here Are Eight Examples

Nov 04, 2014 12:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Hybrids and other green cars often come with a higher purchase price, meaning their improved efficiency may be offset by a higher cost of ownership. But that's not always the case. Sometimes, hybrids actually cost less to own than comparable gasoline models. RELATED: Ford Fusion Vs Hyundai Sonata: Mid-Size Sedan Gas Mileage Comparison According to...

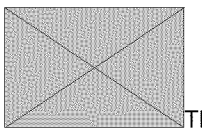
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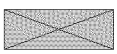
First 2015 Volkswagen e-Golf Delivery On Friday; Auction Proceeds To Charity

Nov 04, 2014 11:49 am | feedback@highgearmedia.com (John Voelcker)

 The electric-car sales figures for October showed that one single 2015 Volkswagen e-Golf was delivered to a buyer last month,--even though the car hasn't yet arrived at the VW dealers that will initially offer it. But that single electric Golf hatchback turns out to be a special case. DON'T MISS: First 2015 Volkswagen e-Golf Electric Car To Be...

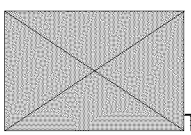
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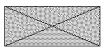
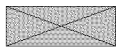


October Electric-Car Sales, 2015 Volkswagen e-Golf Range, 2015 Kia Soul EV: Today's Car News

Nov 03, 2014 04:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Today we have the first plug-in electric car sales figures for October, the EPA range and efficiency figures for the 2015 Volkswagen e-Golf, and the fourth of our five 2015 Best Car To Buy nominees, the 2015 Kia Soul EV. All this and more on Green Car Reports. Catch up on last week's biggest stories with our Week in Reverse feature and video...

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From: Wright, DavidA
Sent: Tue 11/4/2014 6:21:12 PM
Subject: Cancelled J3066 Task Force Meeting Tentatively Scheduled for Thursday, November 6

I have a conflict for this Thursday and will not be able to host the J3066 Task Force meeting. I will send an e-mail next week proposing the next date for the Task Force meeting.

Regards,

David

David A. Wright

Light-Duty Vehicle Center, Compliance Division

National Vehicle and Fuel Emissions Laboratory

Phone: (734) 214-4467

E-mail: wright.davida@epa.gov

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Giles, Michael (EEO)
Sent: Tue 11/4/2014 8:24:27 PM
Subject: RE: VW owner/EPA Inquiry - HEV Recall Affects Fuel economy?

Thanks Jim,

Just to clarify, as was stated in Oliver's reply, Mike Hennard should be the contact at VW Group for this issue and any similar questions.

Regards

Mike

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Tuesday, November 04, 2014 9:56 AM
To: Giles, Michael (EEO)
Subject: RE: VW owner/EPA Inquiry - HEV Recall Affects Fuel economy?

Thanks Mike. FYI, Oliver sent me a note too. I'll forward it in case you didn't see it.

From: Giles, Michael (EEO) [mailto:michael.giles@vw.com]
Sent: Tuesday, November 04, 2014 9:23 AM
To: Snyder, Jim
Subject: RE: VW owner/EPA Inquiry - HEV Recall Affects Fuel economy?

Hi Jim,

I am checking into this and will try to get a response to you soon.

Regards,

Mike

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Friday, October 31, 2014 2:49 PM
To: Giles, Michael (EEO); Glas, Tobias
Subject: VW owner/EPA Inquiry - HEV Recall Affects Fuel economy?

Mike, Tobias, I'm not sure which of you is the right guy for this one. I have been corresponding with the owner of a 2013 Jetta Hybrid that had the DSG fluid recall done.

(Recall 13V568000: DSG Fluid Replacement), He seems pretty certain that he lost 4mpg since the campaign was performed. From what he says there is a drain and fill to a different trans fluid and corresponding calib. flashing done .

I believe I asked previously if there is indeed a calibration change associated with this campaign and if it potentially affects FE. I can't find the note so I don't know who I asked, not even positive that I sent it. In the mean time it sounds like his case went to arbitration and it came to light that the service may have incorrectly performed . Improper fluid level and no re-flash done.

Perhaps we can get some of this confusion straightened out. The email thread trails back to July. Name is **Ex. 6** if that helps. Firstly, can you find out exactly what changes this recall involves?

1. Is there a Cal change?

2. Does it typically affect FE?

3. Would improper fluid level affect FE?

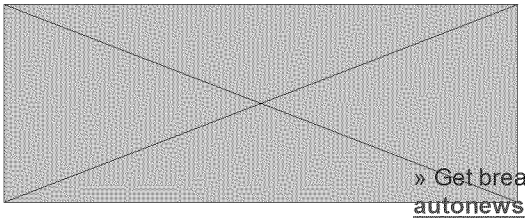
Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Tue 11/4/2014 9:48:28 PM
Subject: DAILY: Ford sued over sexual harassment allegations in Chicago | GM to roll out Android cars in 2016 | GM offers gift cards to get recalled cars fixed | Marchionne gains $13M million on stock sale

Today's most read story

Chrysler, Nissan set pace as U.S. sales rise 6% on truck demand

November 4, 2014



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TOP NEWS

Ford sued over sexual harassment allegations at Chicago plant

7:15 am U.S. ET | Nov 4

A lawyer who previously won a large settlement in a sexual harassment and discrimination lawsuit against Ford filed a lawsuit Monday on behalf of four plaintiffs and "hundreds" of others in similar situations, alleging sexual harassment, discrimination and retaliation occurring at Ford's Chicago assembly... ... » READ

GM to roll out Android cars in 2016, supplier says

12:45 pm U.S. ET | Nov 4

General Motors is preparing to introduce Android-based infotainment systems -- the same Google platform used on more than 1 billion mobile devices, from smartphones and tablet computers to computerized wristwatches -- starting in late 2016, according to supplier Harman International. ... » READ

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"Why Adaptive Knocks Out Responsive for E-commerce."

It's "fight night." In one corner: Responsive Web Design, the reigning champ of the mobile web. In the other: Adaptive Web Design, Responsive's upstart protégé. Naked Lime examines both sides of this web design battle and answers the tough pre-fight questions:Download the whitepaper.

THE GM RECALL

GM offers gift cards as bait for owners to get recalled cars fixed

12:04 pm U.S. ET | Nov 4

General Motors is dangling $25 gift cards to Starbucks, Bass Pro Shops and other retailers to persuade nearly 1 million owners of recalled cars with faulty ignition switches to get them fixed. ... » READ

Marchionne gains $13 million with stock sale after Ferrari deal

12:42 pm U.S. ET | Nov 4

Fiat Chrysler Automobiles CEO Sergio Marchionne made about 10.7 million euros ($13.4 million) from a surge in the automaker's share price after he announced a plan to spin off Ferrari. ... » READ

VW joining with Fiat Chrysler would be 'brilliant' idea, Krafcik speculates

4:18 pm U.S. ET | Nov 4

A merger of Fiat Chrysler Automobiles and Volkswagen would create a well-balanced global automaker that would be highly profitable, John Krafcik, president of auto-buying website TrueCar, said today. ... » READ

Honda being probed by U.S. over Takata airbag failures

UPDATED: 11/3/14 6:01 pm ET - adds background

5:04 pm U.S. ET | Nov 3

Federal auto safety regulators have ordered American Honda to answer questions under oath about how it reports defect-related death and injury claims to the government after the automaker last month was accused of failing to report at least two incidents tied to defective Takata airbags. ... » READ

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Takata airbag recall puts pressure on Honda

Viral video rankings for week of 11/4/14

Lexus teams with Hollywood for short films

12:01 am U.S. ET | Nov 4

Lexus partners with Hollywood producers The Weinstein Company to create two short films from new directors. ... » Watch the videos

Mercedes G-Code concept previews Audi Q1 rival, reports say

8:20 am U.S. ET | Nov 4

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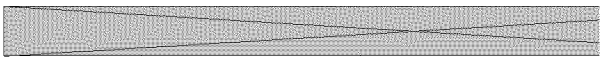
» Nov. 13-14 - Automobilwoche Kongress

» January 13-14 - Automotive News World Congress

» January 22 - Automotive News Retail Forum

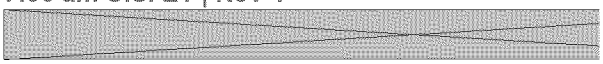
UPCOMING WEBINARS

» Nov. 6 - Dealership



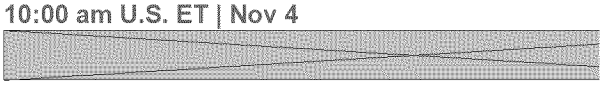
Mercedes preps midsize cargo, passenger van for U.S.

7:00 am U.S. ET | Nov 4



Mercedes-Maybach set for L.A. Auto Show debut

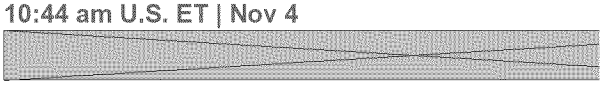
10:00 am U.S. ET | Nov 4



Ford calls back more than 202,000 vehicles in five N.A. recalls

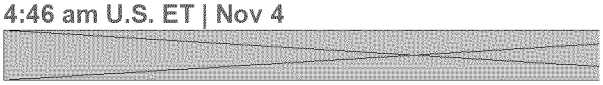
UPDATED: 11/4/14 2:32 pm ET - adds detail

10:44 am U.S. ET | Nov 4



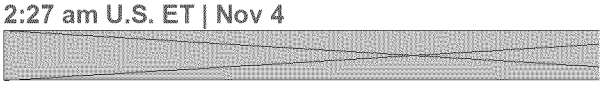
Nissan profit rises as record U.S. sales offset China slowdown

4:46 am U.S. ET | Nov 4



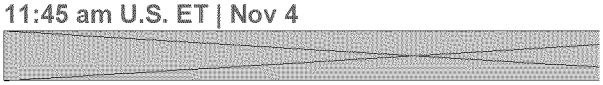
BMW profit rises 17% as SUV demand outpaces EVs, Mini

2:27 am U.S. ET | Nov 4



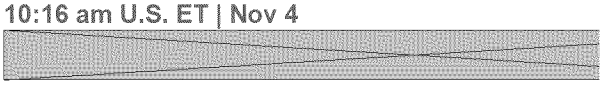
GM axes U.S. version of Chevy Captiva Sport -- a fleet staple

11:45 am U.S. ET | Nov 4



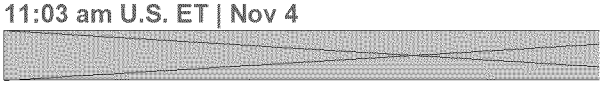
Nissan recalls Infiniti hybrid sedans for software, transmission issues

10:16 am U.S. ET | Nov 4



AutoNation's October new-vehicle retail sales rise 8%

11:03 am U.S. ET | Nov 4



BMW tops in luxury sales, despite Mercedes' best month of 2014

4:36 pm U.S. ET | Nov 3

Continental considers ending battery partnership amid low EV demand

7:53 am U.S. ET | Nov 4

Security Risks

» Nov. 12 - Double Discounting by MAX Digital

» Nov. 13-14 Automotive Women's Alliance Congress

» January 13-14 - Automotive News World Congress

» January 22 - Automotive News Retail Forum

UPCOMING WEBINARS

» November 19 - What I Wish I Knew When I Started in F&I

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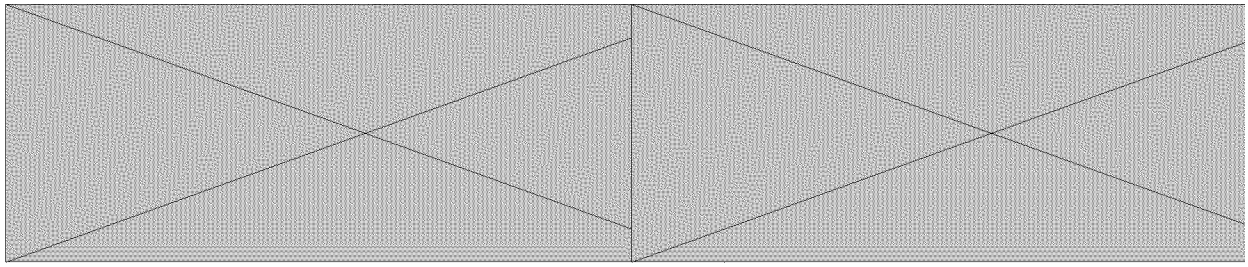
» Nov. 12 - Double Discounting by MAX Digital

» Nov. 18 - Too Much Transparency? by CarGurus

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To: Mazaitis, Vincent[mazaitis.vincent@epa.gov]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]; Giles, Michael (EEO)[michael.giles@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Rodgers, William (EEO)
Sent: Wed 11/5/2014 1:09:55 PM
Subject: Audi Ex. 4 - CBI

Hello Vince,

Please let us know sometime today if you expect a morning start for the **Ex. 4 - CBI** scheduled for tomorrow.

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

Confirmatory Test Date has been set for the following vehicle :

Manufacturer: VGA

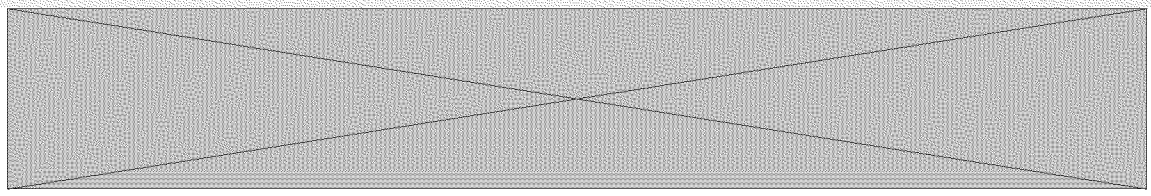
Vehicle ID: **Ex. 4 - CBI**

Vehicle Configuration: Ex. 4 - CBI

The test date is 11/06/2014.

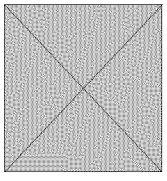
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Wed 11/5/2014 4:17:11 PM
Subject: Green Car Report Daily Headlines

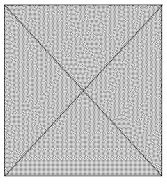
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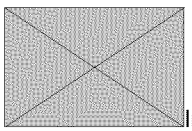
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2014 Infiniti Q50, Q70 Hybrids Recalled Over Transmission Housing Issue

Nov 05, 2014 03:06 pm | feedback@highgearmedia.com (Stephen Edelstein)

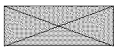


Infiniti is recalling a few hundred 2014 model-year Q50 and Q70 hybrid sedans to fix an issue with their transmissions. The recall includes just 817 cars, all of which are being scrutinized because of concerns they may have been assembled with transmission housings that were damaged during manufacturing. DON'T MISS: Infiniti LE Electric Luxury...

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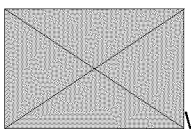






Mercedes CEO: No One Will Make Money On Electric Cars In 'Reasonable Time'

Nov 05, 2014 02:57 pm | feedback@highgearmedia.com (John Voelcker)



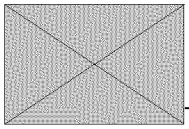
With the first Mercedes-Benz electric car now on sale, its parent company Daimler joins the expanding ranks of global automakers offering plug-in electric vehicles in the U.S. But CEO Dieter Zetsche doesn't seem any too happy about it. DON'T MISS: 2014 Mercedes-Benz B-Class Electric Drive: First Drive

“Manufacturers will not see a return...

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Mercedes-Benz Concept G-Code: Tiny Crossover For LA Auto Show

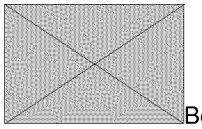
Nov 05, 2014 02:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 To mark the opening of its new R&D center in Beijing, Mercedes-Benz has unveiled a concept car with some novel green features. The Mercedes-Benz G-Force is a subcompact crossover smaller than the current GLA-Class. It was designed with Chinese buyers in mind, but will also appear at the 2014 Los Angeles Auto Show. DON'T MISS: 2014...

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Motor Trend Reviews Tesla P85D, Drools & Froths Uncontrollably

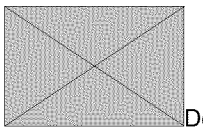
Nov 05, 2014 02:21 pm | feedback@highgearmedia.com (David Noland)

 Been searching for stratospheric levels of soaring, over-the-top, heavens-rattling hyperbole lately? You will do no better than the recent road test of the Tesla Model S P85D, published on Monday by Motor Trend. That's the new dual-motor all-wheel-drive version of its signature electric car, revealed last month by Tesla Motors CEO Elon Musk. DON'T...

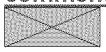
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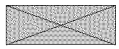
CA Smog Plan Approved By State & EPA Isn't Tough Enough: Lawsuit

Nov 05, 2014 01:56 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Despite undeniable progress after decades of smog-abatement measures, the air quality in the Los Angeles Basin continues to be among the worst in the U.S. A new plan to clean the region's air still further was adopted by the local South Coast Air Quality Management District in 2012, and subsequently approved by both the California Air Resources...

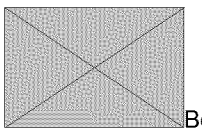
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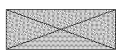
Hybrid Ownership Costs, CCS Fast Charging, 2015 VW Golf: Today's Car News

Nov 04, 2014 04:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Before you head off to the polls today, we've got a wide variety of stories on hybrids that cost less to own than gasoline cars, CCS fast-charging implementation, and the fifth and final nominee for our 2015 Best Car To Buy award, the 2015 Volkswagen Golf range. All this and more on Green Car Reports. We've got the latest sales numbers in our...

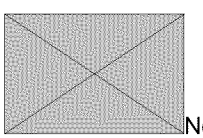
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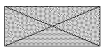
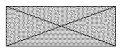


Ford F-150 Vs Chevy Volt Vs Tesla Model S: Which Is Most Important Vehicle Of The Decade?

Nov 04, 2014 04:28 pm | feedback@highgearmedia.com (John Voelcker)

 Now that the 2015 model year is fully upon us, the decade is half-over. And those kinds of milestones always lead writers to look back and assess how far we've come. In the case of automobiles, we see three different vehicles launched over the last five model years that have radically changed the landscape. READ: How Audi, BMW & Mercedes Plan...

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From: Sohacki, Lynn
Sent: Wed 11/5/2014 8:24:28 PM
Subject: Cancellation of class V120/V121

Hi, Tobias.

We were not successful in procuring any of the vehicles in this class so we are cancelling it.

Best regards,

Lynn Sohacki

Compliance Division

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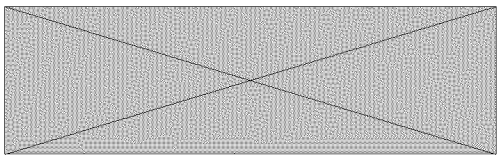
734-214-4869 fax

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Wed 11/5/2014 8:35:52 PM
Subject: P.M. NEWSCAST: How GOP victory might affect industry | 7 dealers in Congress | Chrysler profit up 32% | Audi recall | GM kills Chevy Captiva Sport in U.S. | Lexus short film

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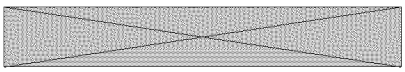
November 5, 2014



GOP victory and autos »

Chrysler profit up 32% »

GM axing U.S. Captiva »



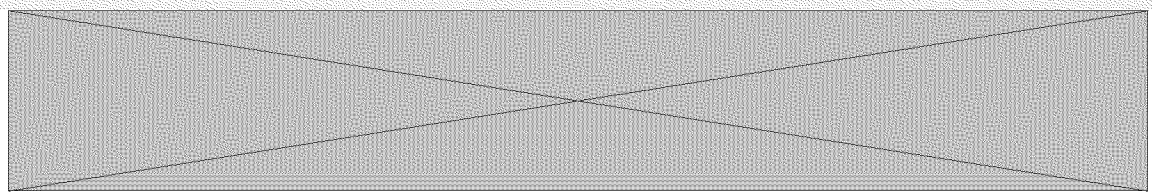
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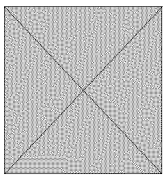
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From: Green Car Reports
Sent: Thur 11/6/2014 5:09:51 PM
Subject: Green Car Report Daily Headlines

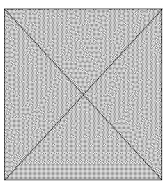
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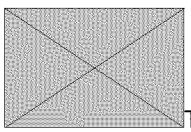
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Tesla Model X Delay, Hyundai And Kia Fined, Electric-Car Seriousness: Today's Car News

Nov 06, 2014 04:36 pm | feedback@highgearmedia.com (Stephen Edelstein)

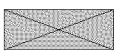


Today's news is all about the companies that make green cars. Tesla Motors' third quarter report includes an announced delay of the Model X electric crossover, Hyundai and Kia must pay penalties over gas-mileage testing errors, and we find out which automakers are truly serious about electric cars. All this and more on Green Car Reports. Another...

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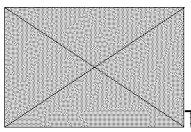






Which Electric-Car Makers Are Serious? U.S. Sales Show Top Three

Nov 06, 2014 04:34 pm | feedback@highgearmedia.com (John Voelcker)



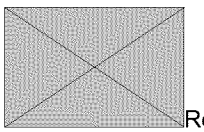
Two years ago, we pointed out that several electric cars now on sale were purely "compliance cars," built in minimal numbers purely to comply with California rules that require sales of zero-emission vehicles. But almost four years after the first Nissan Leaf

went on sale in December 2010, it's become pretty clear which carmakers are serious about...

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Hybrid Sales: Searching For A Silver Lining In Flat Figures

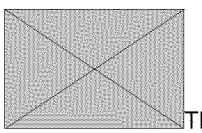
Nov 06, 2014 02:18 pm | feedback@highgearmedia.com (Will Sierzchula)

 Recent news articles have noted that sales of hybrid-electric vehicle are in a bit of a funk. Some analysts have started to speculate that sales of hybrids may have already reached a peak, and certainly falling gas prices are a disincentive to pay more for a higher-efficiency vehicle. DON'T MISS: Plug-In Electric Car Sales In Oct: Leaf Record...

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Plug-in Electric Car Sales In Canada, Oct 2014: Reading Tea Leafs

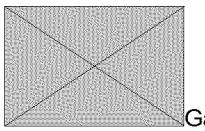
Nov 06, 2014 01:25 pm | feedback@highgearmedia.com (Matthew Klippenstein)

 The leaves on evergreens stay put in the autumn--OK, they're needles--and taking their cue, Canadian sales of the Nissan Leaf have done the same. For a third consecutive month, 113 Leafs moved from dealership lots to buyers' driveways in October, making it the "steady Eddie" of the Canadian electric vehicle scene. DON'T MISS: Plug-In Electric Car...

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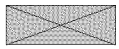
Hyundai, Kia To Pay $300 Million For Gas-Mileage Testing Errors

Nov 06, 2014 01:07 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Gas-mileage ratings issued by Korean automakers Hyundai and Kia have been the topic of investigation by the U.S. Environmental Protection Agency (EPA) for some time now. The companies were accused of misstating fuel-economy figures on the window stickers of certain 2011, 2012, and 2013 models; both had previously been ordered to compensate owners...

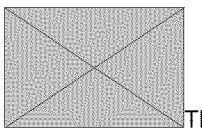
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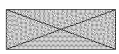
Tesla Model X Delayed Again, Model S Sales Highest Ever: Third Quarter Report

Nov 06, 2014 12:25 pm | feedback@highgearmedia.com (John Voelcker)

 The Tesla Model X electric SUV will be further delayed for additional quality and validation testing, according to the latest earnings report from Tesla Motors. Deliveries of the luxury electric crossover utility vehicle are now scheduled to start in the third quarter of next year. DON'T MISS: Motor Trend Reviews Tesla P85D, Drools & Froths...

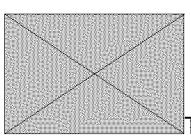
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Tesla Model S P85D Opinions, Electric Range Rover, Mercedes G-Code Concept: Today's Car News

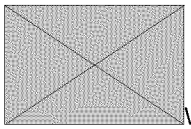
Nov 05, 2014 04:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Today's news is fairly electric. Motor Trend gushes over the Tesla Model S P85D, Land Rover contemplates an all-electric Range Rover model, and Mercedes-Benz unveils the hydrogen-electric hybrid G-Code crossover concept. All this and more on Green Car Reports. We've got one last update of our October plug-in electric car sales report. Four...

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Range Rover All-Electric Utility Vehicle To Challenge Tesla Model X?

Nov 05, 2014 04:08 pm | feedback@highgearmedia.com (John Voelcker)

 Well, add one more name to the queue of luxury carmakers planning to compete head-to-head with Tesla Motors and its electric cars. According to Britain's Autocar, Range Rover is now in the planning stages for a crossover vehicle that could target the upcoming Tesla Model X electric SUV. DON'T MISS: How Audi, BMW & Mercedes Plan To Compete With...

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To: Rodgers, William (EEO)[William.Rodgers@vw.com]
Cc: Mazaitis, Vincent[mazaitis.vincent@epa.gov]
From: Snyder, Jim
Sent: Thur 11/6/2014 8:34:09 PM
Subject: Audi A7GNU4-CAQ/1 unofficial results

Bill, here are unofficial results so you can see what we have. I know we are all thinking pulling the car makes most sense. If I approve a variant on the missing 2nd prep these results become official. I will wait til Monday when I get back to do so. Contact Vince if you decide to pick up the car Friday like you expect and he will sign off on it.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Snyder, Jim[Snyder.Jim@epa.gov]; Rodgers, William (EEO)[William.Rodgers@vw.com]
Cc: Mazaitis, Vincent[mazaitis.vincent@epa.gov]
From: Snyder, Jim
Sent: Thur 11/6/2014 8:36:23 PM
Subject: RE: Audi Ex. 4 - CBI unofficial results (File attached this time)
Ex. 4 - CBI

Oops. Pushed the send before I attached the data file.

From: Snyder, Jim
Sent: Thursday, November 06, 2014 3:34 PM
To: 'Rodgers, William (EEO)'
Cc: Mazaitis, Vincent
Subject: Audi Ex. 4 - CBI unofficial results

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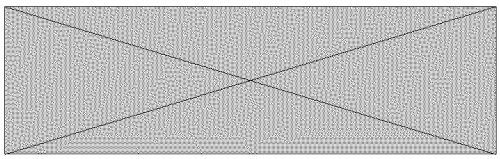
Jim Snyder
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Compliance Division
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(734) 214-4946
snyder.jim@epa.gov

To: Bunker, Byron[bunker.byron@epa.gov]
From: Automotive News
Sent: Thur 11/6/2014 8:54:50 PM
Subject: P.M. NEWSCAST: Ford gives dealers a nudge with incentives | New role for Ford Europe chief? | From Ferrari to Alitalia | Takata apology | LA show peeks from Audi, Volvo, Kia

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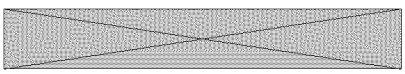
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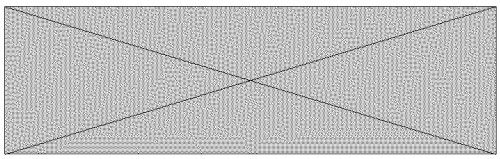
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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
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Subject: P.M. NEWSCAST: Ford gives dealers a nudge with incentives | New role for Ford Europe chief? | From Ferrari to Alitalia | Takata apology | LA show peeks from Audi, Volvo, Kia

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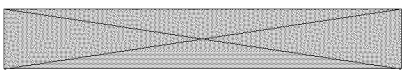
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To: Brooks, Phillip[Brooks.Phillip@epa.gov]
From: EnergyGuardian
Sent: Fri 11/7/2014 12:18:27 PM
Subject: Analysis: Keystone XL gets new life with GOP victory

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Energy and environment headlines for the morning of Friday, November 7, 2014

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By Edward Felker

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Obama, GOP leaders test their will for compromise

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WHERE'S MY PAPER?

Some Beijingers can't buy their morning paper from newsstands, or boiled eggs and pies from breakfast kiosks. Dozens of newsstands and kiosks have been removed from central roads to tidy up the city, the municipal government says.

TRAIN RIDES FOR CARS

Government workers have been given a six-day holiday and can take advantage of discount travel packages, because authorities are keen for people to leave the city to ease traffic congestion. Cargo trains are being deployed to whisk vacationers' cars out of Beijing without clogging up highways in and out of the capital.

LET'S NOT GO FLY A KITE

People who fly pigeons and kites near Beijing Capital International Airport face being

detained as part of rules to ensure flight safety, according to notices from the city and aviation authorities. The zone extends 15 kilometers (9 miles) from the ends of the runways, according to the Shunyi district government. Members of the public who report infringements may receive an unspecified cash reward.

More

Canada's Oliver reaffirms commitment to Keystone XL

Canadian Finance Minister Joe Oliver reaffirmed his country's commitment to advance TransCanada's Keystone XL pipeline project and expressed hope that it would eventually win approval, Reuters reports.

More

Republican victory seen as new hope for Yucca Mountain

Lawmakers and energy policy experts say the new Republican majority in the Senate could give new life to the stalled Yucca Mountain nuclear waste repository in Nevada, a project stalled by outgoing Majority Leader Harry Reid, D-Nev., E&E reports.

More

Grijalva presses Obama administration on withheld BP information

Rep. Raul Grijalva, D-Ariz. called on the Obama administration to explain why the Bureau of Ocean Energy Management withheld information about its investigation of BP's Atlantis facility in the Gulf of Mexico after an inspector general report revealed discrepancies last year, The Hill reports.

More

U.S. drillers cut expansion plans as prices fall

As Saudi Arabia keeps up policies driving down oil prices in a push to regain market share, several U.S. drillers have announced plans to scale back new exploration next year until oil prices recover, The Wall Street Journal reports.

More

Homeland warns of Russian hacking attack aimed at US infrastructure

The Homeland Security Department has issued a warning that a “Trojan Horse” malware program linked to Russian hackers has put U.S. infrastructure from nuclear power plants to power grids at risk, The Washington Times reports.

More

Brent heads toward seventh weekly loss, as WTI continues fall

Brent crude fell by as much as 70 cents on the ICE Futures Exchange on OPEC's cuts to supply forecast, continuing a push for seven straight weeks of decline. West Texas Intermediate dropped as much as 44 cents in electronic trading but corrected to see little change, Bloomberg reports.

More

Barclays: Oil price slide an overall good for U.S. economy

Though The Wall Street Journal notes that falling oil prices may slow new energy production, Barclays said in a note to clients that the resulting decline in gasoline prices could result in roughly $70 billion in consumer savings.

More

Moody's reassures on status of electric utilities

Moody's Investors Service in a report sought to downplay concerns that falling renewable power costs and growing distributed generation will launch a "death spiral" for electric utilities, saying current regulatory structures will help maintain systems, Platts reports.

More

Filing shows wider investigation into Chesapeake royalty payments

In a filing to the Securities and Exchange Commission, Chesapeake Energy Corp. disclosed that investigations into its royalty payments to mineral rights owners have widened to include subpoenas from both state governments and the federal government, The Wall Street Journal reports.

More

Levin to lead final probe on banks' physical commodity ownership

Outgoing Sen. Carl Levin, D-Mich., will lead a two day hearing of the Permanent Subcommittee of Investigations to examine Wall Street banks' ownership of physical commodities in what is seen as his final target before retiring, Reuters reports.

More

NRDC not worried about potential GOP climate moves

The Natural Resources Defense Council said it isn't concerned about potential Republican efforts to block EPA carbon regulations and other environmental policies, contending such moves would be met with a veto from President Obama, The Hill reports.

More

Steyer remains focused on future despite mixed results in midterm

Though his NextGen Climate Action's $65 million in spending during the midterms had mixed results, billionaire climate activist Tom Steyer told TIME he's pleased with the group's success in making climate change an issue in competitive races and promised more election action in the future.

More

Midterms over, but Reid, allies to keep up Koch criticism

With the midterms over, outgoing Senate Majority Leader Harry Reid, D-Nev., and liberal organizations like NextGen Climate Action and American Bridge signaled they plan to keep up their criticism of billionaire brothers Charles and David Koch and their massive campaign spending on behalf of conservative candidates, Politico reports.

More

Upcoming Events

- Nov. 7, Washington: FERC Chairman Cheryl LaFleur speaks at media breakfast hosted by IHS The Energy Daily. 10:00 am , 1300 Connecticut Ave., N.W.

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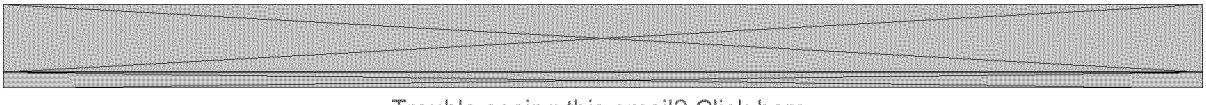
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To: Wehrly, Linc[wehrly.linc@epa.gov]
From: EnergyGuardian
Sent: Fri 11/7/2014 12:18:27 PM
Subject: Analysis: Keystone XL gets new life with GOP victory

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Energy and environment headlines for the morning of Friday, November 7, 2014

Analysis: Keystone XL gets new life with GOP victory

By Edward Felker

Up until this week, President Barack Obama could largely ignore the Republican campaign to force approval of the Keystone XL pipeline. No longer.

With the Senate falling under GOP control, pro-Keystone bills from the House that died in the Democratic Senate now stand to get a vote in the chamber and could wind up landing on the president's desk. That means Obama has to navigate even more carefully between

proponents of the $8 billion project and the environmental lobby that opposes it.

Obama acknowledged the new reality in comments at a press conference Wednesday, and Press Secretary Josh Earnest followed up those comments by answering reporters' questions on Thursday.

The White House will "consider" whatever the GOP sends over, like it does on all bills passed by Congress, Earnest said, carefully avoiding a veto threat.

Earnest and Obama stuck to their oft-stated position that the project belongs over at the State Department, awaiting a final decision from Nebraska over a siting challenge.

Obama also avoided any veto threat or even the possibility that the new Republican Congress will force his hand.

He laid out a five-point checklist that the project must clear before he will approve it, most notably that it can't have a net impact on carbon emissions. But the list also included its likelihood to lower gasoline prices and create U.S. jobs.

"Is it going to be good for their pocketbook?" Obama asked.

The State Department's environmental review last January found minimal impacts both to the climate -- it assumed the oil would move out of Alberta by other means if not by the Keystone XL line -- and for job creation, once construction is completed.

The environmental lobby has sharply criticized the finding on climate impact and says lower market prices make the line critical to the oil sands development and therefore a direct link to carbon emissions.

Republicans have preferred to emphasize the thousands of construction jobs that would be supported. House Speaker John Boehner on Thursday lumped it in with the jobs bills the House is going to pass with the Senate to try to rev up the economy.

Since the project got caught up in the courts in Nebraska, Obama and Sen. Harry Reid, D-Nev., have been able to put it on the shelf.

But with the GOP raring to prove that it has a jobs agenda, watch for Republicans to begin moving legislation through the House and Senate, and for the environmental lobby to renew its protests to Obama to stand firm.

The Keystone project has always been something of a side issue for Obama. On Wednesday he called it "one small aspect" of the broader energy boom in the U.S.

That hands-off approach is about to change.

Illinois lawmakers approve fracking rules

Quick Links

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Illinois lawmakers approve fracking rules

By Kerry Lester

CHICAGO (AP) — Illinois lawmakers signed off Thursday on long-awaited rules regulating high-volume oil and gas drilling, clearing the way for companies to get "fracking" permits and unleash what they hope will be an energy boom in the southern part of the state.

But a number of key details were not disclosed including how the state plans to fund the hiring of new workers to oversee the practice, which uses high-pressure mixtures to crack open rocks and release trapped oil and gas.

The delay in the fracking rules — which took more than a year for the state Department of Natural Resources to write and which were revised by a legislative committee — prompted complaints from industry that energy development would suffer.

The final rules must be submitted to the Secretary of State to be published by Nov. 15.

The secretive approval process set off alarm bells with environmental activists, who say they have no idea what changes were made to the draft of regulations released by the department in late August.

"We are sure many changes benefiting industry have been made behind closed doors without scientific review," said Annette McMichael, spokeswoman for Southern Illinoisans Against Fracturing our Environment.

Lawmakers who approved the rules unanimously and without discussion, expressed confidence that concerns raised in 30,000 public comments had been addressed.

"All of the changes that were made were because the earlier proposed rules were inconsistent with the statute," said Democratic state Sen. Don Harmon, the committee chair.

The Illinois fracking law passed by the Legislature last year drew national attention as a model of compromise between environmental and industry groups. But cooperation broke down when a first draft of rules was criticized by environmentalists and a second draft was faulted by industry.

"It's a pendulum," Harmon said. "This is a return to the center."

Illinois Department of Natural Resources Director Marc Miller said key changes to the rules requested by environmentalists remain in place. They include clarification that wastewater would not be stored in open pits for more than a week at a time, which environmentalists had said would lead to contamination. Public hearings for fracking permits must not be held further than 30 miles from where a well site would be located. In addition, Miller said, fines were increased for violations of the rules.

Hydraulic fracturing uses a mixture of water, chemicals and sand to open rock formations thousands of feet underground and harness oil and gas. Opponents fear it will pollute and deplete groundwater or cause health problems. Industry officials insist the method is safe and will prompt the same economic boom seen in other states such as North Dakota

Mark Denzler, chief operating officer of the Illinois Manufacturers' Association, said he was "thrilled" with the new set of rules.

"We look forward to companies getting permits and starting fracturing in the state of Illinois," Denzler said.

More

NC officials host closed meeting on oil drilling

By Michael Biesecker

RALEIGH, N.C. (AP) — Officials from North Carolina, South Carolina and Virginia met privately Thursday with federal regulators and groups funded by oil and gas companies to discuss plans for drilling off the Atlantic coast.

A coalition of environmental groups sought to be allowed inside the Mid-Atlantic Outer Continental Shelf Oil and Gas Five-Year Program meeting, which was held at the North Carolina Museum of Natural Sciences in Raleigh.

Reporters were allowed to attend the end of the session only to hear closing remarks by North Carolina Gov. Pat McCrory, but only after a police officer posted at the door checked their credentials. By then, many of the 60 people on the list of invited attendees had left, leaving behind empty chairs.

McCrory, a Republican, has been outspoken in his support for launching oil and gas exploration off of the East Coast as soon as possible. On Thursday, he said the drilling would create jobs and bring needed revenue to the state.

More

OK given to restart nuclear plant in Japan

By Mari Yamaguchi

TOKYO (AP) — A local governor in Japan gave final approval Friday to restart a nuclear power plant in southern Japan, the first to resume operations in the country under new safety rules imposed in the wake of the 2011 Fukushima Dai-ichi meltdowns caused by an

earthquake and tsunami.

Kagoshima Gov. Yuichiro Ito said restarting two reactors at the Sendai Nuclear Power Station would go ahead even though some local residents have concerns.

"All things considered, I must say that we still need to rely on nuclear energy, and it is extremely important for us to steadily carry out the plan," he told a news conference, hours after the prefectural assembly endorsed the restart.

The announcement marks the final step before the Sendai reactors are expected to go back online early next year following regulators' on-site checks. Japan's Nuclear Regulation Authority in July gave them passing grades under stricter safety requirements that factored in the lessons of the Fukushima Dai-ichi meltdowns.

More

Obama, GOP leaders test their will for compromise

By Josh Lederman

WASHINGTON (AP) — It's Washington's billion-dollar question: whether President Barack Obama and congressional Republicans can really make nice and forestall ever-greater dysfunction in a new era of divided government. The first clues will come when the president breaks bread with leaders from both parties at the White House.

Three days after midterm elections that were brutal for Democrats, Obama is inviting 16 top-ranking lawmakers on Friday to search for territory ripe for compromise. On the agenda is a host of unfinished business that the current Congress must wrap up before a new, fully Republican-controlled Congress is seated early next year.

The last meeting between the president and congressional leaders, before Tuesday's elections, was on Obama's terms. But much has changed.

Senate Majority Leader Harry Reid, D-Nev., Obama's failsafe for his first six years in office, is about to lose his grip on the upper chamber. Senate GOP leader Mitch McConnell of Kentucky is riding a wave of electoral success into the top job. House Speaker John Boehner, R-Ohio, is carrying himself with renewed confidence after padding his majority, while House Democratic leader Nancy Pelosi of California presides over a diminished minority.

More

Biggest Brazil city desperate for water in drought

By Adriana Gomez Licon

ITU, Brazil (AP) — It's been nearly a month since Diomar Pereira has had running water at his home in Itu, a commuter city outside Sao Paulo that is at the epicenter of the worst drought to hit southeastern Brazil in more than eight decades.

Like others in this city whose indigenous name means "big waterfall," Pereira must scramble to find water for drinking, bathing and cooking. On a recent day when temperatures hit 90 degrees (32 Celsius), he drove to a community kiosk where people with empty soda bottles and jugs lined up to use a water spigot. Pereira filled several 13-gallon containers, which he loaded into his Volkswagen bug.

"I have a job, and five children to raise and am always in a rush to find water so we can bathe," said Pereira, a truck driver who makes the trip to get water every couple of days. "It's very little water for a lot of people."

Brazil is approaching the December start of its summer rainy season with its water cupboard nearly bare. More than 10 million people across Sao Paulo state, Brazil's most populous and the nation's economic engine, have been forced to cut water use over the past six months. A reservoir used by Itu has fallen to 2 percent capacity and, because its system relies on rain and groundwater rather than rivers, the city is suffering more than others.

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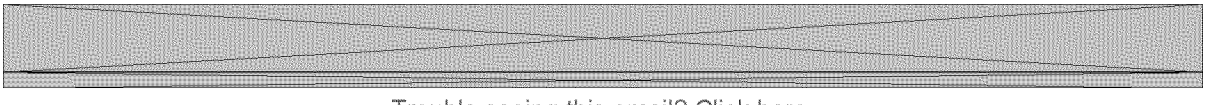
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To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Giles, Michael (EEO)[michael.giles@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Rodgers, William (EEO)
Sent: Fri 11/7/2014 12:51:34 PM
Subject: RE: Golf [Ex. 4 - CBI]

Hello Jim,

Ex. 4 - CBI

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Thursday, November 06, 2014 5:40 PM
To: Rodgers, William (EEO)
Subject: Golf [Ex. 4 - CBI]

I keep forgetting to mention that I **Ex. 4 - CBI**

Ex. 4 - CBI

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Mazaitis, Vincent[mazaitis.vincent@epa.gov]; Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Kata, Leonard (EEO)[Leonard.Kata@vw.com]; Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Rodgers, William (EEO)
Sent: Fri 11/7/2014 1:40:54 PM
Subject: Audi A Ex. 4 - CBI

Hello Vince,

Ex. 4 - CBI

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Verify Help Desk[verifyhelp@csc.com]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Snyder, Jim[Snyder.Jim@epa.gov]
From: Giles, Michael (EEO)
Sent: Fri 11/7/2014 2:21:12 PM
Subject: VW Group - Correction to Fuel Batch Needed

Hello Vince,

We need some help to correct some fuel batch data in VERIFY .

Ex. 4 - CBI

Ex. 4 - CBI

Please refer to transaction I: **Ex. 4 - CBI**

Please advise if there is a workaround. We want to have this submitted this morning if possible.

Regards

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Doug Wetzel
Sent: Fri 11/7/2014 2:30:23 PM
Subject: Protomatic invites you to the AmCon Design & Contract Manufacturing Expo

Protomatic invites you to the AmCon Design & Contract Manufacturing Expo.

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Stop by and visit us at the Innostate Booth.

This year's Expo will be held at the Suburban Collection Showplace, Hall B, 46100 Grand River Ave., Novi, MI. You'll find us at Booth 410/412.

See manufacturing's latest cutting-edge technologies

For starters, Protomatic will have part samples on display at the Innostate booth. Then, be sure to visit the other local and national job shops and contract manufacturers. There will be hundreds of manufacturing processes under one roof. From prototype to production parts, you will be able to find the right sources for all your custom manufacturing needs. You'll also want to attend the Free Seminars on a variety of manufacturing topics.

Show hours

Tuesday, November 11 - 9:30am to 3:30pm and Wednesday, November 12 - 9:30am to 3:00pm.

Register online

Along with free parking, admission is also free. It's easy to register at www.amcomshows.com.

Get a Free baseball cap.

Tell us you heard about AmCon from the Protomatic newsletter and we will give you a free hunter's camo baseball hat!

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or questions regarding the technology presented in this newsletter.

Please contact us directly for further assistance or a quotation.

Dave Wetzel, Sales Manager - Dave@Protomatic.com

Mark Novitsch, Sales - Mark@Protomatic.com

Brian Heldt, Program Manager - BHeldt@Protomatic.com

Scott Allen, Engineering Support - ScottA@protomatic.com

Doug Wetzel, Technical Sales (Military) - Doug@Protomatic.com

Rita Wetzel, President - Rita@Protomatic.com

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To: Good, David[good.david@epa.gov]
Cc: Sigelko, Jenny (EEO)[Jenny.Sigelko@vw.com]
From: Kata, Leonard (EEO)
Sent: Fri 11/7/2014 3:33:58 PM
Subject: RE: Tier 3 1066 regs seem to require 48" single roll dynos - does VW still use twin 24" electric dynos?

Hi Dave:

Hope all is well with you. We have exchanged some communications regarding the use of twin-roll dynos in the context of the requirement that §1066 specifies single 48-inch dynos as the standard. I have checked, and our colleagues at VWAG Wolfsburg still have some twin-roll dynamometers that they wish to use on a limited basis. In fact, we describe this in our certification preview letter, and state that we will follow-up with more details.

We plan to ask EPA to approve continued use of these dynamometers, and would appreciate some guidance regarding the type of information that EPA requires to make this decision. For example, would it be sufficient to show that under a specific test procedure, the twin-roll and single roll dynamometers yield equivalent emission results?

Any insight that you can provide would be appreciated.

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

From: Good, David [mailto:good.david@epa.gov]
Sent: Tuesday, July 29, 2014 7:34 PM
To: Kata, Leonard (EEO)
Cc: Sigelko, Jenny (EEO); Johnson, Stuart (EEO); Schmidt, Oliver (EEO)
Subject: RE: Tier 3 1066 regs seem to require 48" single roll dynos - does VW still use twin 24" electric dynos?

Len,

Thanks for checking on this for me.

I agree with you that although the Tier 3 Part 1066 regulations normally require single roll 48 inch diameter electric rolls, other dynamometers can be approved by EPA. So when the time comes, VW will need to request EPA approval to use your twin-roll 24 inch dynos under Part 1066.10(c) regulations.

I don't see any problems at this time----but the burden of proof will be on VW to demonstrate that your dynos are equivalent to single roll 48 inch diameter electric rolls.

Dave

From: Kata, Leonard (EEO) [mailto:Leonard.Kata@vw.com]
Sent: Thursday, June 26, 2014 10:35 AM
To: Good, David
Cc: Sigelko, Jenny (EEO); Johnson, Stuart (EEO); Schmidt, Oliver (EEO)
Subject: RE: Tier 3 1066 regs seem to require 48" single roll dynos - does VW still use twin 24" electric dynos?

Hello Dave:

As you know, the VW Group has a number of test sites associated with the different brands. The Audi, Bentley and Lamborghini test sites use 48-inch dynamometers exclusively for emission certification. Volkswagen AG in Wolfsburg still has some smaller diameter twin-roll dynamometers.

I understand that during the rulemaking process (and beyond) the industry has discussed with EPA various aspects of the test procedures, including the specific reference to §1066.210 and the requirement regarding a minimum roll diameter of 120 cm. The use of twin-roll dynamometers was raised with EPA, and the EPA response from August 2012 was that the provisions of §1066.10(c) would apply to twin-roll dynamometers. I believe that Chris Laroo was the primary EPA contact for these discussions.

I also found the following when looking through the regulations; §1065.1(e) and §1066.1(f) include equipment specifications when identifying "procedures." From the regs:

Unless we specify otherwise, the terms ''procedures'' and ''test procedures'' in this part include all aspects of vehicle testing, including the equipment specifications, calibrations, calculations, and other protocols and procedural specifications needed to measure emissions.

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

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Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

From: Good, David [mailto:good.david@epa.gov]
Sent: Friday, June 20, 2014 10:21 AM
To: Kata, Leonard (EEO)
Subject: Tier 3 1066 regs seem to require 48" single roll dynos - does VW still use twin 24" electric dynos?

Len,

I was reading some of the Tier 3 regulations, and 40 CFR 1066.210 that the electric dynos have a minimum roll diameter of 120 cm (47.2 inches). As you know, manufacturers are required to use Parts 1065 & 1066 regulations beginning with the 2022 model year (some parts earlier).

About 10 years ago or so, I thought VW was using some twin roll 24" electric dynos.

Please double check on this when you get a chance, to see if you are still using any dynamometers other than the 48" (or larger) single roll. If so, do you plan to phase them out (or perhaps request to use them under 1066.10 and 1066.15 regs)? [It's not clear to me that 1066.10 and 1066.15 cover other "equipment"----they seem to discuss special test procedures and alternate test procedures only.]

Thanks

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]; Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Allen, Gregory (EEO)
Sent: Fri 11/7/2014 8:22:40 PM
Subject: VW Group Ex. 4 - CBI

Hello Jim,

Ex. 4 - CBI

Regards,

Greg Allen

VWGoA EEO

(248)754-4209

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Giles, Michael (EEO)
Sent: Fri 11/7/2014 9:17:06 PM
Subject: VW Group Decision Information Ex. 4 - CBI

Hello Jim,

Ex. 4 - CBI

Please advise us on the confirmatory decision at your earliest convenience.

Thanks,

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Giles, Michael (EEO)
Sent: Fri 11/7/2014 9:22:12 PM
Subject: RE: VW Group Decision Information M Ex. 4 - CBI

Hi Jim,

I forgot to mention, as we discussed briefly yesterday, I also submitted some Ex. 4 - CBI for this vehicle which will be Ex. 4 - CBI
Ex. 4 - CBI

Ex. 4 - CBI

Thanks,

Mike

From: Giles, Michael (EEO)
Sent: Friday, November 07, 2014 4:17 PM
To: Snyder, Jim
Cc: Rodgers, William; Allen, Gregory (EEO)
Subject: VW Group Decision Information Ex. 4 - CBI

Hello Jim,

Ex. 4 - CBI

Please advise us on the confirmatory decision at your earliest convenience.

Thanks,

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Ex. 7 @vw.com]
From: Snyder, Jim
Sent: Mon 11/10/2014 1:34:21 PM
Subject: RE: Golf charger

Okay, I'll lock it up then.

From: Ex. 7 @vw.com]
Sent: Friday, November 07, 2014 7:52 AM
To: Snyder, Jim
Cc: Ex. 7
Subject: RE: Golf charger

Hello Jim,

We will use it for confirmatory tests in the near future so you can keep the charger at EPA.

Regards,

Ex. 7

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

Ex. 7

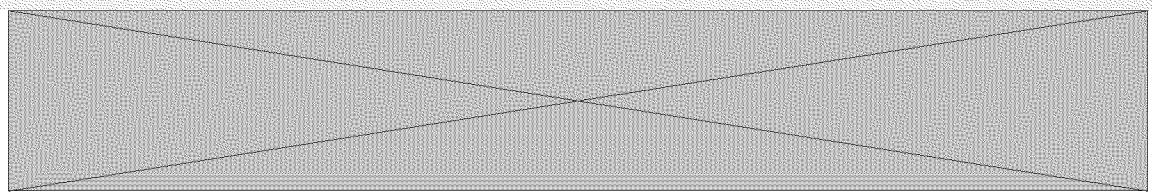
From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Thursday, November 06, 2014 5:40 PM
To: Ex. 7
Subject: Golf charger

I keep forgetting to mention that I have the Bosch charger at my desk. I assume you want that back some time? Or should I save for the future eGolf confirmatory?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

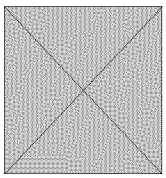
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Mon 11/10/2014 5:05:58 PM
Subject: Green Car Report Daily Headlines

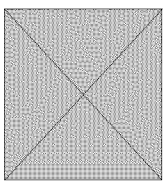
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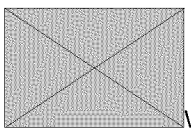
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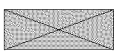
2015 BCTB, Street-Light Charging Stations, MI Anti-Tesla Law Bashed: Today's Car News

Nov 10, 2014 04:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 We start the week with our 2015 Best Car To Buy, the 2015 Volkswagen Golf range. We've also got stories on street lights with integrated electric-car charging sockets developed by BMW, and criticism of Michigan's anti-Tesla law from the CEO of dealer group AutoNation. All this and more on Green Car Reports. A delay for the Tesla Model X electric...

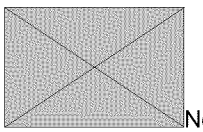
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Michigan Anti-Tesla Law 'Unnecessary Protectionism': AutoNation CEO

Nov 10, 2014 04:08 pm | feedback@highgearmedia.com (John Voelcker)

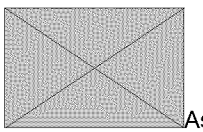
 Never let it be said that AutoNation CEO Mike Jackson doesn't speak his mind. His latest stunner came last week, when he deemed auto-dealer efforts to ban all direct sales by Tesla Motors state by state "unnecessary protectionism." In doing so, Jackson broke

ranks with the vast array of auto-dealer organizations and lobbyists who have spent five...

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Four Ford Dealers To Test Solar & Wind Clean-Energy Systems

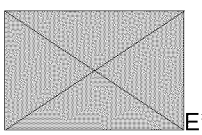
Nov 10, 2014 02:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 As fuel economy slowly rises across its entire range, Ford is looking to lower the environmental impact of the dealerships that sell its greenest cars as well. The company announced today a pilot program that will put solar-and-wind clean-energy systems into four of its dealerships. DON'T MISS: Ford HQ To Have Michigan's Largest Solar Array, 30...

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Want $24,800 In Incentives To Drive Electric Cars? Head For Korea

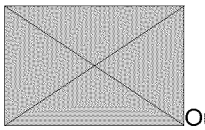
Nov 10, 2014 01:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Electric-car incentives are nothing new, but the city of Seoul has taken an unusual and more aggressive approach as it tries to get more of its residents into zero-emission vehicles. The South Korean capital will offer residents up to 20 million won (about $18,245 at current exchange rates) if they purchase an electric car--but only from one of...

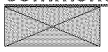
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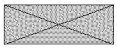
2015 Volkswagen Golf: Green Car Reports' Best Car To Buy 2015

Nov 10, 2014 01:00 pm | feedback@highgearmedia.com (John Voelcker)

 Our Best Car To Buy award can go one of several ways here on Green Car Reports. Sometimes it goes to a moonshot car, like the first Nissan Leaf (in 2011) or the Tesla Model S (in 2013). Those are cars that radically redefined what green transportation could be, changing the auto industry forever. DON'T MISS: Green Car Reports' 2015 Best Car To...

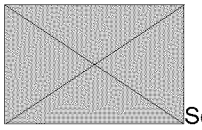
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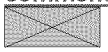


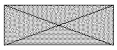
Street Lights With Electric-Car Charging Sockets: Why Didn't We Think Of This?

Nov 10, 2014 12:37 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Sometimes, without realizing it, the solution to a problem can literally be right in front of you. Carmakers are working to increase the number of public electric-car charging stations, but there's already plenty of existing electricity infrastructure. RELATED: BMW Launches Its Own DC Fast-Charging Station, Priced At $6,500 BMW is taking advantage...

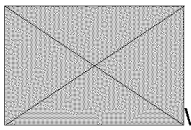
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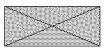
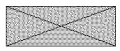


Time Running Out, Global Carbon Emission Must Fall To Zero: UN Panel

Nov 10, 2014 12:26 pm | feedback@highgearmedia.com (John Voelcker)

 While mankind has been pumping carbon into the atmosphere since the discovery of fire, the modern era of carbon emissions began roughly 250 years ago. Now a new report by global scientists goes further than any before: Carbon emissions must ultimately be cut to levels so low that they approach zero. If they are not, effects that are already being...

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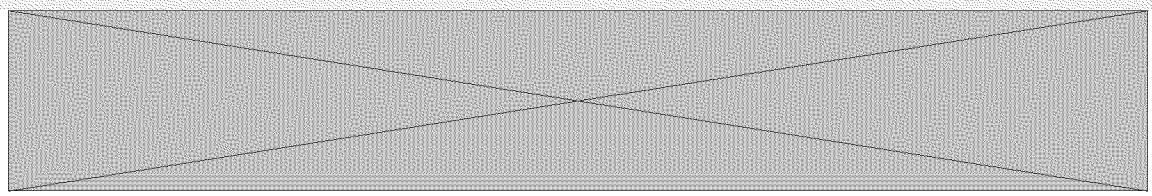
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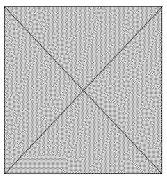
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Tue 11/11/2014 5:08:03 PM
Subject: Green Car Report Daily Headlines

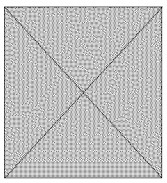
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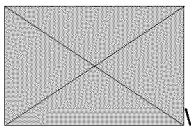
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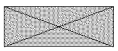
Better Batteries, 268-HP VW TDI Diesel Engine, 2014 Tesla Model S Changes: Today's Car News

Nov 11, 2014 04:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 We've got a wide variety of stories today, including a panel of experts discussing the future of battery technology, a new TDI turbodiesel engine from Volkswagen, and changes to the 2014 Tesla Model S electric-car lineup. All this and more on Green Car Reports. In an effort to simplify its assembly process and boost production, Tesla has...

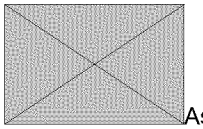
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New Volkswagen TDI Turbodiesel Engine: 268 HP, Electric Turbocharger

Nov 11, 2014 04:00 pm | feedback@highgearmedia.com (Stephen Edelstein)

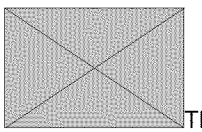
 As it works to meet stricter global emissions standards, Volkswagen is set to launch a range of new fuel-saving technologies on future models. Among the highlights of a recent technical presentation at the carmakers' headquarters in Wolfsburg, Germany, was the

announcement of a new and more powerful TDI turbodiesel engine. RELATED: Audi SQ7 SUV...

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Better Batteries Coming Soon, Experts Agree: A Video Panel Worth Watching

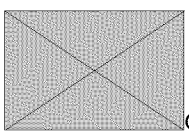
Nov 11, 2014 03:54 pm | feedback@highgearmedia.com (John Voelcker)

 The formula is simple: Put three battery and auto-industry experts in front of a camera, ask them a few leading questions, and let them debate. That's exactly what the Autoline Network did three weeks ago; the resulting 27-minute video is a must-watch for any electric-car enthusiast. The three panelists are Ann Marie Sastry, founder and CEO of...

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Coke Tests Hybrid Retrofit For Better Gas Mileage On Service Vans

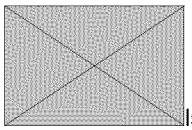
Nov 11, 2014 02:00 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Operators of commercial vans have fewer options for fuel efficiency than individual buyers of passenger cars, but luckily, there's always the aftermarket. Coca-Cola has recently been operating a fleet of Chevrolet Express 3500 vans retrofitted with hybrid kits from XL Hybrids--and says it's found them satisfactory so far. DON'T MISS: NYC 'Manhole...

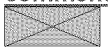
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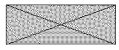
Lexus CT 200h Hybrid Ad Slams Electric BMW i3: Gloves Come Off

Nov 11, 2014 01:38 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Is Toyota feeling more than a little threatened by electric and diesel alternatives to the hybrid segment it dominates? Its luxury Lexus brand has continued with a series of ads that either highlight the shortcomings of alternative powertrains or sneer at them--depending on your point of view. MORE: Lexus Ad Not Only Sneers At Plug-Ins, But Gets...

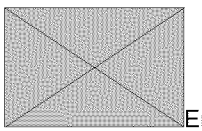
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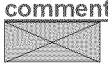


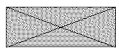
Improving Fuel Efficiency: Should Focus Be Trucks, Not Hybrids?

Nov 11, 2014 01:16 pm | feedback@highgearmedia.com (Will Sierzchula)

 Environmentalists often laud hybrid-electric vehicles because their fuel-sipping powertrains result in lower levels of gas use and polluting emissions. Because of the diminishing returns of fuel efficiency at higher MPG figures, these environmental benefits are limited because the vehicle segments where hybrids are popular already have...

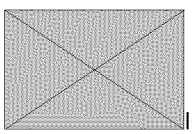
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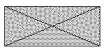
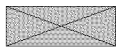


2014 Tesla Model S: Killing 3 Versions, 2 Colors, Some Options

Nov 11, 2014 12:03 pm | feedback@highgearmedia.com (David Noland)

 In an effort to simplify its assembly process and boost production rates, Tesla Motors has streamlined its 2014 Tesla Model S electric-car lineup and eliminated several variants. Specifically, the California carmaker will no longer offer its P85 and P85+ performance versions in rear-wheel-drive form--those models will only be available now with...

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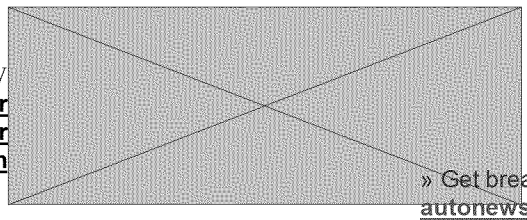
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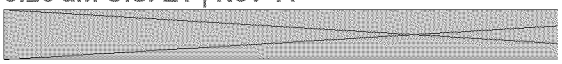
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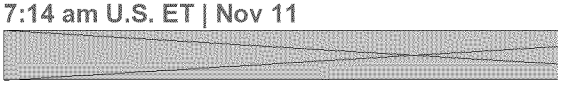
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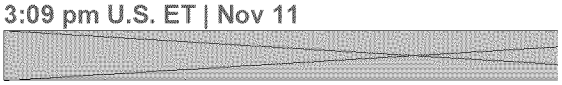
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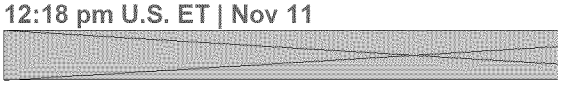
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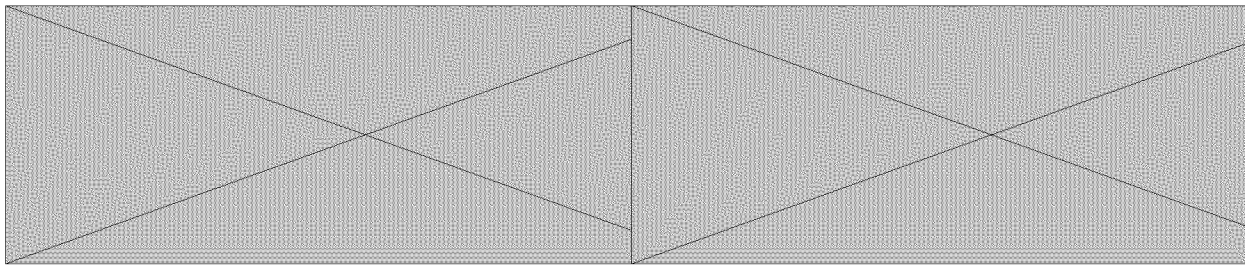
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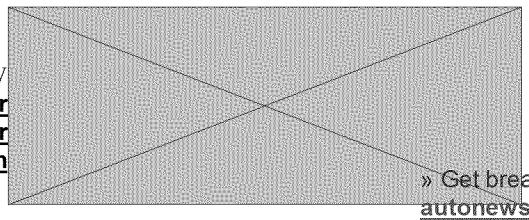


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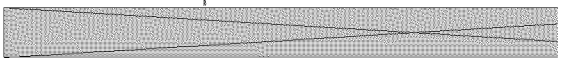
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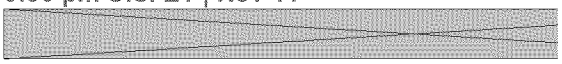
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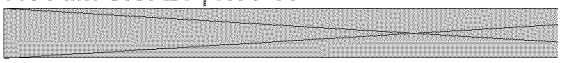
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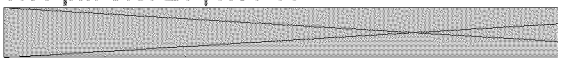
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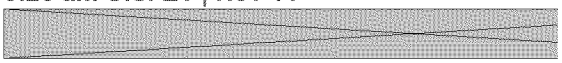
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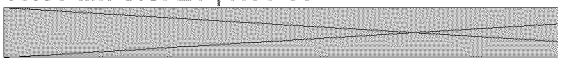
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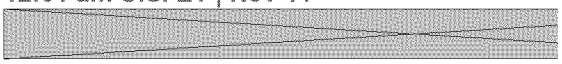
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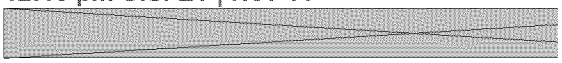
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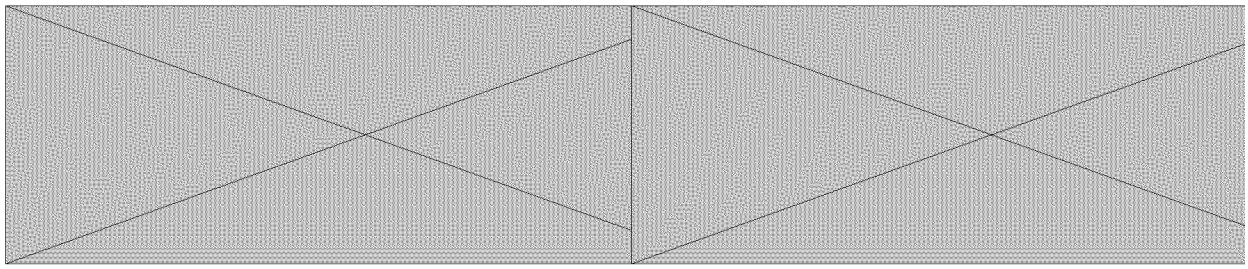
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Cc: Mccarthy, Gina[McCarthy.Gina@epa.gov]
From: Ernie Shea
Sent: Tue 11/11/2014 11:40:33 PM
Subject: Volkswagen of America's proposed F factor for model year 2016-2025 dual fuel vehicles
25x'25 Parters F Factor Sign On Letter.pdf
EPA FFV F Factor Proposal.pdf

Dear Mr. Grundler:

Attached for your consideration is a letter signed by a coalition of over 50 agricultural, conservation, clean city, public health and biofuel value chain partners, urging the Environmental Protection Agency to adopt Volkswagen of America's proposal for establishing the E85 weighting factor ("F factor") for model year 2016-2025 dual fuel vehicles. This guidance is critical to incentivize the continued production of flex fuel vehicles (FFVs) and to support the further advancement and deployment of biofuels into the nation's liquid transportation fuel pool; fuels which are essential to reducing greenhouse gas (GHG) emissions and enhancing air quality.

We would appreciate the opportunity to meet with you on this topic. Please let us know what dates might work for this meeting to be held. Thank you in advance for your close and thoughtful consideration of this proposal.

Sincerely,

Ernie Shea
25x'25 Project Coordinator
1430 Front Avenue

Lutherville, MD. 21093
eshea@25x25.org
www.25x25.org
410-252-7079 (p)
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From: Grundler, Christopher
Sent: Wed 11/12/2014 1:03:09 AM
Subject: Fw: Volkswagen of America's proposed F factor for model year 2016-2025 dual fuel vehicles
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Christopher Grundler, Director
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
202.564.1682 (DC)
734.214.4207 (Ann Arbor)
www.epa.gov/otaq

[redacted]

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From: Morning Transportation
Sent: Wed 11/12/2014 3:05:57 PM
Subject: POLITICO's Morning Transportation, presented by the Pilots of NetJets (NJASAP) and Southwest Airlines (SWAPA): Congress returns with transpo on the agenda — Advocates chime in on 2015 highway bill

By Heather Caygle

With help from Adam Snider and Kevin Robillard

THE BOYS (AND GIRLS) ARE BACK IN TOWN: After two long months (what seemed like a political eternity over here for MT), Congress comes rip-roaring back into town today and lawmakers are wasting no time getting down to transpo-related business. This morning, Reps. Earl Blumenauer and Jim McGovern will hold a press conference outside the Capitol to urge Congress to restore the tax benefits for transit riders to a level equal to the commuter benefits people receive for parking. The lawmakers will be joined by Metro Board of Directors Chairman Tom Downs and the Commuter Benefits Work for Us Coalition for the 10 a.m. presser. The transit/parking parity issue is one Congress will likely deal with before the end of the year as part of an extension of a broader package of provisions known as tax extenders.

Later in the day, Sen. Barbara Mikulski will lead an Appropriations Committee hearing on the U.S. response to Ebola. This will be the Senate's first crack at the issue (two House committees held Ebola-related hearings during the recess) and it comes at a time when the chorus of lawmakers calling for a travel ban has significantly quieted compared to just a few weeks ago. CDC Director Tom Frieden and DHS Secretary Jeh Johnson are among the witnesses scheduled to testify. Both could provide updates on the number of incoming U.S. travelers screened for the deadly disease and talk about President Barack Obama's $6 billion emergency funding request, a portion of which would be used to bolster airport screenings. Also happening today, Vice President Joe Biden will address the AAPA conference in Houston around lunchtime and the Eno Center for Transportation hosts a daylong forum on disaster preparedness in South Carolina with DOT Undersecretary for Policy Peter Rogoff as the keynote speaker.

WILL THEY OR WON'T THEY? One of the first big, daunting tasks facing the 114th Congress next year will be addressing a gaping hole in the Highway Trust Fund. A broad range of infrastructure advocates are hopeful that lawmakers will take a bold step by approving both a long-term policy bill and the roughly $100 billion needed to fund it. But that's a tough sell, and time is limited - members have until the end of May to approve either an ambitious plan or to "plus-up" the trust fund and pass another policy extension. A number of lawmakers and transpo-watchers say tax reform is the best bet on the funding side of the equation, but there are several big political hurdles in the way - and even if tax reform happens, you can bet that transportation won't be the only area clamoring for a slice of the money pie. MT checked in with some lobbyists and experts to see how they think things will shake out:

Former Transportation Secretary Ray LaHood: "Given that Congress has the same leadership and the fact that neither Speaker Boehner nor Leader McConnell mentioned transportation during their press availabilities as items on their agendas, I have doubts they will

lend their leadership to a long-term transportation bill in the next two years. Very unfortunate, our country is ready for leadership for a new comprehensive transportation program that will put Americans to work building roads and bridges. Everyone recognizes America is one 'big pothole' with perhaps another brutal winter coming on."

A trusted transpo stakeholder: 'Smart money would be on Congress extending past May, possibly until December. If a pay-for is tied to tax reform, then the authorizers will need to give the tax committees enough time to craft a package and negotiate law with the administration.'

A former House T&I senior staffer: "In today's environment, a long-term surface reauthorization can't be achieved in a vacuum. Success is going to require action on issues that are outside the House and Senate transportation committees' jurisdiction. It probably will take place as part of a larger, comprehensive package. What that package is, I think there are a lot of options."

And a glass half-empty lobbyist: "I haven't seen any indication that the incoming leadership knows how it would fund those projects beyond an every-few-months basis."

Check back tomorrow for more comments from the transpo world and feel free to reach out to MT with your over/under for a 2015 reauthorization.

WELCOME TO WEDNESDAY, NOV. 12. Good morning and thanks for reading POLITICO's Morning Transportation, your daily tipsheet on trains, planes, automobiles and ports. On this day in 1965, brothers Bill and Bob Summers set a land-speed record when their hot rod (aptly named Goldenrod) hit a speed of 409 mph (http://bit.ly/1tD30NJ), a record that stood until 1991. The car is now on display at the Henry Ford Museum in Michigan.

Let's chat! I love scoops, tips, general trivia and even complaints so shoot me an email at hcaygle@politico.com or send a tweet: @heatherscope. Please don't forget to follow @Morning_Transpo and @POLITICOPro.

"Midnight, you come and pick me up, no headlights. Long drive, could end in burning flames or paradise..."http://bit.ly/1xIjGaM

** What good are trade agreements if they aren't adhered to? Norwegian Airlines International plans to circumvent the obligations that all of their international competitors abide by. That shouldn't fly - nor should NAI. The pilots of NetJets (NJASAP) and Southwest Airlines (SWAPA) encourage you to learn more about the Scheme in the Sky at www.SchemeInTheSky.com **

BLUMENTHAL STILL HITTING GM: Sen. Richard Blumenthal isn't letting up on GM following revelations of more company missteps related to the ignition switch recall. The Connecticut senator is now responding to reports that a woman from his state, Jean Averill, was among the first documented by GM to be killed as a result of the faulty ignition issue, but Averill's family was unaware of the automaker's connection to her 2003 death until informed byThe New York Times last week (http://nyti.ms/1zImgSh). "General Motors' failure to inform

the Averill family of its clear internal determination - that Jean's death resulted from the company's continuing use of a defective ignition switch - undercuts everything it has said about its good faith and integrity," Blumenthal said. "If the company is really sincere in seeking to restore and retain public trust, and embrace a culture of honesty and safety, it must immediately come clean and contact every possible victim's family." Blumenthal said the automaker should lift its "artificial, arbitrary" Dec. 31 deadline for claims to be filed to the GM victim compensation fund and called for additional Senate hearings on the recall.

Related: USA Today Op-Ed: How to clean up the mess at NHTSA http://usat.ly/10Ua6Xn

IT'S A BIRD, IT'S A PLANE, IT'S A DRONE ... OR IS IT? Kathryn has the fascinating look into the "drone" near miss that wasn't: "Last spring's headlines were ominous, hinting at a dangerous new era for air travel: A drone had nearly collided with a US Airways jet over Florida, with results that could have been 'catastrophic.' The reality, according to a FAA document obtained by POLITICO: The pilot said his close encounter was with a remote-controlled model plane - apparently of the type hobbyists have been flying for decades. The FAA is still investigating the incident, which might indeed have posed a risk to the passenger jet. But the newly released record offers a reminder that not everyone agrees on what is meant by the word 'drone,' a term that can encompass anything from a toy quadcopter to a military weapon - complicating the debate about whether, and how, federal authorities should regulate their use in the civilian skies." Pros get the full story: http://politico.pro/1tZBWMc

LAWMAKERS LOVE THE UBERS: A new report shows that lawmakers (and their challengers) preferred using the ridesharing company much more than regular taxis while out on the campaign trail. Congressional campaigns tookabout 2,800 Uber rides during the 2014 election cycle, compared to 1,800 taxi trips, according to the Hamilton Place Strategies report. The study showed a dramatic reversal from 2012, when campaigns took fewer than 100 Uber trips and booked more than 2,800 taxis, black cars and other services. Only trips less than $100 were considered in an effort to eliminate group buses used to shuttle volunteers and voters from the data. 'These dynamics have big implications for how regulators navigate the peer-to-peer economy,' HPS notes in the report. 'The nature of oversight changes when someone is both regulator and consumer.' Read the full report: http://bit.ly/10StKU4

THE AUTOBAHN (SPEED READ)

-Pro Labor takes a deep dive into the historic path to union recognition at VW's Chattanooga plant: http://politico.pro/1xrLsJJ

-Tesla's biggest fan? Apple co-founder Steve Wozniak. NBC: http://nbcnews.to/14a4gDt

-Forbes op-ed: The time is right for a gas tax increase. http://onforb.es/1yw2Egm

-Port of Seattle says it has authority to increase minimum wage for Seattle airport workers amid battle with A4A. The Seattle Times: http://bit.ly/1wQtgdz

-Michael Dukakis may not have won the presidency years ago but at least he has a subway

station named after him now. The Hill: http://bit.ly/1oHXvSs (h/t Adam Snider)

-A cool U.K. plan to donate unused transit money to charity. Wired: http://wrd.cm/1u7VP5z

-Chrysler to start repairs on cars with defective Takata airbags in December. The Wall Street Journal:http://on.wsj.com/10WnEC4

-GM announces layoffs amid concerns that falling gas prices will lessen demand for small cars. The Detroit News:http://bit.ly/10WnMl1

-FAA no-fly zones over Disney parks face scrutiny. The L.A. Times: http://lat.ms/1xJlhNG

THE COUNTDOWN: DOT appropriations run out in 29 days and highway and transit policy expires in 201 days. FAA policy is up in 323 days. The 2016 presidential election is in 728 days.

See y'all Thursday.

** Air carriers operating under the flags of the EU and US abide by rules and protocols set forth in an international Open Skies Agreement. Our coalition has never objected to the foreign air carrier permit applications of other foreign carriers. In fact, we've never complained about Norwegian Airlines itself operating in and of the U.S. But when one company wants to work outside of those rules that have protected consumers and the industry, then we have no choice but to raise our collective voices.

NAI proposes to launch a scheme whereby the company would receive a special exemption allowing it to operate outside of the existing rules that every other carrier, foreign or domestic, has to live by. That's not how competition is supposed to work. NJASAP and SWAPA encourage you to find out more about NAI's Scheme in the Sky and how you can help keep the playing field level at www.SchemeInTheSky.com **

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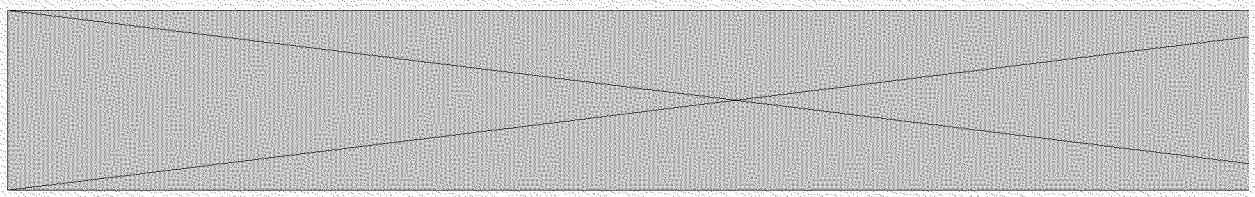
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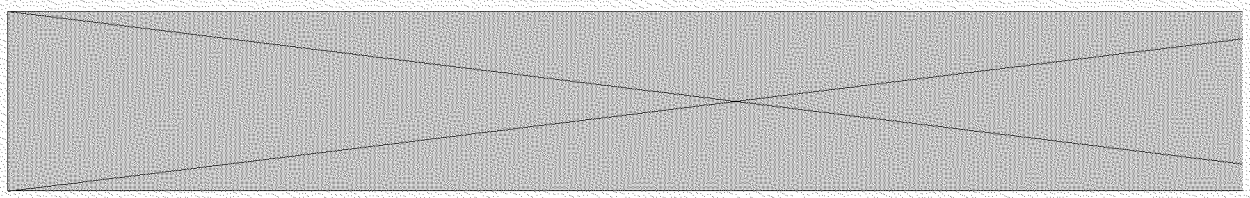
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To: Bunker, Byron[bunker.byron@epa.gov]
From: ITS America SmartBrief
Sent: Wed 11/12/2014 3:40:57 PM
Subject: Transportation chief visits S.D. to discuss infrastructure funding

Created for **bunker.byron@epa.gov** | Web Version



November 12, 2014



News focused on Technology Transforming Transportation

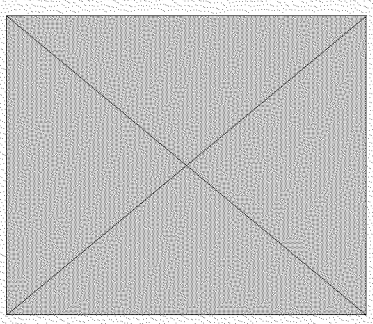
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Top Intelligent Transportation Scoop

Connected, semiautonomous tech reduces road accidents

With advancements in connected car and semiautonomous technologies such as collision avoidance, radar sensors and new laser detection systems, automakers are discovering new ways to reduce the number of road accidents and fatalities that occur every year, Jeremy Wagstaff writes. Additionally, new technologies such as driver fatigue detection and autopilot features are eliminating the need for outdated safety systems such as airbags, Wagstaff notes. Reuters (11/12)

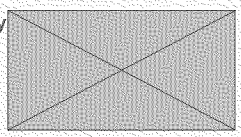
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Rather than focus on what you can afford to pull out of the business to cover your living expenses, you need to focus on how much you need to earn at your business in order to afford the lifestyle you want to have. This is where the Personal Earnings Goal, or PEG, comes into play. **Learn how to calculate your PEG and find out how much you really need to make.**

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Tesla announces switch to Hadoop for improved data management

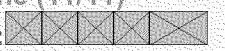
Tesla Motors' Jay Vijayan said that the company will begin using a Hadoop cluster to transfer, store and analyze data from its Model S to help identify problems and improve the driver experience. "We are working on a Big Data platform. ... The car is connected, but it does not really talk to the network every minute because we want to keep it as smart and efficient as possible," Vijayan said. Computerworld UK (11/11)

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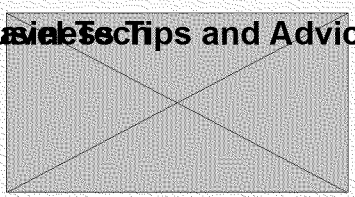
Communication, electrical systems to be connected for Calif.'s Expo Line

Officials say the communications and electrical systems for California's Expo Line light rail are being connected. The tracks were completed a few months ago. Transportation authorities say the project is slated for completion in early 2016. Curbed/Los Angeles (11/11)

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- **Calif. autonomous vehicle permits are in high demand**
  Fortune (11/11)
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Business Tips and Advice



Five Problems Marketers Face Today
Today marketers face many challenges, and often have to do more with less. In this report, we review some of the top challenges marketers face today and how they solve these problems within their organization.
Download the free white paper now.

SAP partners with VW, Shell for integrated app, connected infrastructure

SAP said it will team up with Volkswagen and Shell to create a fuel and parking space finder application called the Volkswagen Mobility car app. The company says the new app will run on its HANA Cloud Platform and use information from VW and Shell for the location finder. Shell exec Rene Honig says the collaboration "will lay the foundation for a connected vehicle ecosystem," and help develop new technologies to "improve the customer experience." V3.co.uk (U.K.) (11/11)

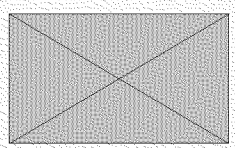
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Seattle looks to overhaul parking system with smart meter replacements

Seattle Department of Transportation officials say they will begin installing 2,200 smart meters throughout the downtown area next year. The IPS Group-built meters will operate via wireless connectivity and record and transmit data for available parking. RoadsBridges.com (11/11)

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Going Green

Lyft chief says ride-share companies will adapt to autonomous market

Ride-share services will maintain their significance, even as autonomous cars become a major part of personal transportation, according to Lyft's John Zimmer. He says that people will want to keep sharing rides as part of a social culture and added that autonomous vehicles will not make ride-share companies obsolete. VentureBeat (11/11)

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Policy

Transportation chief visits S.D. to discuss infrastructure funding

Secretary of Transportation Anthony Foxx traveled to South Dakota to meet with leaders there and discuss the need for long-term transportation funding and infrastructure investment. "There's a lot we need to do in terms of making the system work better," he said, noting that poor road conditions mean higher maintenance costs for vehicles. Foxx has visited 40-plus states to talk about transportation initiatives. KEVN-TV (Rapid City, S.D.) (11/11), KELO-TV (Sioux Falls, S.D.) (11/11), The Rapid City Journal (S.D.)/The Associated Press (11/12)

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Commentary: Low gas prices create perfect environment to raise tax



(Mike Blake / Reuters)

With gas prices at record lows, consumers would barely notice an increase in the gas tax, contends Forbes contributor Howard Gleckman. This makes now the perfect time for Congress to increase the gas tax, which is needed to fund infrastructure, he argues. "[I]f you want to fund construction of roads and mass transit, a modest gas tax hike could be just the ticket," Gleckman writes. "In theory, this could be one of those issues where the newly-elected Republican Congress and President [Barack] Obama could find consensus." Forbes (11/11)

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- Senator from N.Y. supports Pedestrian Safety, Safe Streets acts
  Olean Times Herald (N.Y.) (11/10)
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"Learn as much as you can while you are young, since you never know when you will be too busy to learn."
– Kahlil Gibran, Lebanese-artist, poet and writer

Complete Streets & ITS Symposium

Make plans to join ITS America, the Metropolitan Atlanta Rapid Transit Authority and ITS Georgia later this [redacted], Georgia — Nov. 17 and 18 — for a 2-day event focused on creating a transportation environment that balances the needs of all users whether its pedestrians, cyclists, drivers, transit users or freight operators. The symposium's 4 unique panels will focus on fostering innovation to advance ITS solutions that can optimize existing transportation infrastructure and design of our cities and towns for the future with the individual in mind. A special program highlight includes guided tours of Atlanta-specific ITS projects that are enhancing the regions complete streets network that you won't want to miss. Experience AT&T's Drive Studio and the Atlanta BeltLine with your registration. Special rates are available for both private and public sector individuals to attend the symposium. See a detailed schedule of events, exhibitors and speakers.

Share: [redacted]

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To: Rodgers, William (EEO)[William.Rodgers@vw.com]
Cc: Wehrly, Linc[wehrly.linc@epa.gov]
From: Snyder, Jim
Sent: Wed 11/12/2014 4:26:04 PM
Subject: RE: VW Group - 2016 Certificate Question

Bill, We normally will not issue a Certificate on a Test group that has an emissions failing test until it is resolved. Regardless of which test vehicle it was. VW also needs to present its annual Pre-Cert Mtg. Even with the submit Pre-Cert Letter, I am finding the contained information too minimal at times for making informed decisions.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Tuesday, November 11, 2014 9:42 AM
To: Snyder, Jim
Cc: Allen, Gregory (EEO); Giles, Michael (EEO)
Subject: VW Group - 2016 Certificate Question

Hello Jim,

I submitted to Verify the 2016 Initial Common Sections and Certification Application for the 2016 Audi V6 TDI test group GVGAJ03.0NU4. We expect to provide EPA with a Pre-model year GHG report this week prior to submitting a Certification request for this test group. This test group also includes the newly calibrated 2016 Audi A7 and A6 which recently failed FTP EPA confirmatory tests (configured as A6).

Is the issuance of a Certificate of Conformity still possible considering the pending retests of a fuel economy vehicle?

Note, the test group certification will be based on carryover data from the worst case EDV, 2014 Audi A8L, established in October 2012 from EPA confirmatory testing.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Rodgers, William (EEO)
Sent: Wed 11/12/2014 4:56:20 PM
Subject: RE: VW Group - Ex. 4 - CBI

Thanks Jim. I'll let it be known.

Bill Rodgers

VWGoA EEO

(248) 754-4219

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Wednesday, November 12, 2014 11:26 AM
To: Rodgers, William (EEO)
Cc: Wehrly, Linc
Subject: RE: VW Group - Ex. 4 - CBI

Ex. 4 - CBI

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Tuesday, November 11, 2014 9:42 AM
To: Snyder, Jim
Cc: Allen, Gregory (EEO); Giles, Michael (EEO)
Subject: VW Group - Ex. 4 - CBI

Hello Jim,

Ex. 4 - CBI

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Schmidt, Oliver (EEO)[Oliver.Schmidt@vw.com]; Rodgers, William (EEO)[William.Rodgers@vw.com]
From: Kata, Leonard (EEO)
Sent: Wed 11/12/2014 7:31:10 PM
Subject: Ex. 4 - CBI

Hello Jim:

Ex. 4 - CBI

next dates available for me are next week; Wednesday afternoon, Nov. 19, Thursday morning, Nov.20, and Friday all day, Nov.21. If possible, it would be good to complete this process before the Thanksgiving Holiday.

Ex. 4 - CBI

I would appreciate any further guidance that you could provide concerning specific areas of improvement for our certification preview submission. I look forward to working with you on making these improvements.

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

To: andrew.ramos@gm.com[andrew.ramos@gm.com]; 'ball.joel@epa.gov'['ball.joel@epa.gov']; Beierschmitt, Thomas (T.A.)[tbeiers1@ford.com]; 'Berg, Olle ()'[olle.berg@volvocars.com]; 'Bob Maxwell'[remaxwell@comcast.net]; brian.mace@horiba.com[brian.mace@horiba.com]; Buller, Patrick[patrick.buller@volvocars.com]; Paulina, Carl[paulina.carl@epa.gov]; Chris Nevers[CNevers@autoalliance.org]; 'chris.mccarthy@gm.com'['chris.mccarthy@gm.com']; david.woods@chrysler.com[david.woods@chrysler.com]; 'Dennis Pawlak'[Dennis.Pawlak@na.mitsubishi-motors.com]; 'Douglas Reid'[Douglas.Reid@na.mitsubishi-motors.com]; Dr. Robert Otto Rasmussen, PE [Robotto@TheTranstecGroup.com]; 'Duoba, Mike'[mduoba@anl.gov]; Glodich, Jeffrey (J.M.)[jglodich@ford.com]; 'Jeff Foor'[jdf14@chrysler.com]; Jenny.Sigelko@vw.com[Jenny.Sigelko@vw.com]; JNIKEUS@volvocars.com[JNIKEUS@volvocars.com]; 'Keith Thompson'[Keith.Thompson@bepco.com]; kyle.bedsole@gm.com[kyle.bedsole@gm.com]; 'Mahmoud Yassine'[mky@chrysler.com]; 'Marc Belzile'[marc.a.belzile@tc.gc.ca]; 'mark paxton'[mpaxton@ganassi.com]; 'Meyer, Norm'[norm.meyer@tc.gc.ca]; mike.timmerman@horiba.com[mike.timmerman@horiba.com]; Okawa, Naoyasu (N.)[okawa.n@mazda.co.jp]; Peabody, Jason (J.A.)[jpeabod6@ford.com]; 'Peter Z. Janosi'[peter.janosi@roush.com]; 'RMiller@hatci.com'['RMiller@hatci.com']; 'Roxanne Loeffler'[rloeffler@sae.org]; 'Schlueter, Hannah (EASZ/1)'[hannah.schlueter@volkswagen.de]; sconrad@hatci.com [sconrad@hatci.com]; 'snyder.jim@epa.gov'['snyder.jim@epa.gov']; Steve Karamihas[stevemk@umich.edu]; steve.baldus@gm.com[steve.baldus@gm.com]; Suanne.Thomas@vw.com[Suanne.Thomas@vw.com]; 'tom.beierschmitt@tema.toyota.com'['tom.beierschmitt@tema.toyota.com']; 'tommy_chang@ahm.honda.com'['tommy_chang@ahm.honda.com']; Vineet Mehta[vineet@teslamotors.com]; William Beggs <william.beggs@gm.com>[william.beggs@gm.com]; Ott, William[ott.william@epa.gov]; Wright, DavidA[Wright.DavidA@epa.gov]; yosuke_sato@ahm.honda.com[yosuke_sato@ahm.honda.com]; Yuhase, Nicole (L.)[nyuhase@ford.com]
From: Glodich, Jeffrey (J.M.)
Sent: Wed 11/12/2014 7:45:22 PM
Subject: SAE LDVP Committee Agenda 11-12-14
Agenda - Light Duty Vehicle Performance Measurement Standards Committee - 11_13_2014.doc

Agenda for tomorrow attached.

Jeff Glodich

Ford Motor Company
Vehicle Environmental Regulatory Strategy and Planning
217-E4 WHQ
(313) 845-1579

AGENDA

Light-Duty Vehicle Performance Measurement Standards Committee
Chair – Jeff Glodich
Secretary – Nicole Yuhase
Thursday, November 13th, 2014
1:00-3:00 PM
Toyota Technical Center, Ann Arbor
(Building 1555, 1555 Woodridge)

Conference Call:

Non-Responsive

Web Meeting:

Non-Responsive

1. Welcome and Introductions

2. Membership Review

3. Document Review

J2263: "Road Load Measurement Using Onboard Anemometry and Coastdown Techniques"

- Sponsor: Tom Beierschmitt
- J1263 pull-in items (posted)
- Continue document review

J1634: "Electric Vehicle Energy Consumption and Range Test Procedure"

- Open for review
- Continue discussion on test cycle inputs

J3066: "On-Board Fuel Consumption and Measurement Reporting Standard"

- Sponsor: David Wright
- Subcommittee status

4. Other Business

NEXT MEETING

- 12/11 (proposed)

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To: andrew.ramos@gm.com[andrew.ramos@gm.com]; 'ball.joel@epa.gov'['ball.joel@epa.gov']; Beierschmitt, Thomas (T.A.)[tbeiers1@ford.com]; 'Berg, Olle ()'[olle.berg@volvocars.com]; 'Bob Maxwell'[remaxwell@comcast.net]; brian.mace@horiba.com[brian.mace@horiba.com]; Buller, Patrick[patrick.buller@volvocars.com]; Paulina, Carl[paulina.carl@epa.gov]; Chris Nevers[CNevers@autoalliance.org]; 'chris.mccarthy@gm.com'['chris.mccarthy@gm.com']; david.woods@chrysler.com[david.woods@chrysler.com]; 'Dennis Pawlak'[Dennis.Pawlak@na.mitsubishi-motors.com]; 'Douglas Reid'[Douglas.Reid@na.mitsubishi-motors.com]; Dr. Robert Otto Rasmussen, PE [Robotto@TheTranstecGroup.com]; 'Duoba, Mike'[mduoba@anl.gov]; 'Jeff Foor'[jdf14@chrysler.com]; Jenny.Sigelko@vw.com[Jenny.Sigelko@vw.com]; JNIKEUS@volvocars.com[JNIKEUS@volvocars.com]; 'Keith Thompson'[Keith.Thompson@bepco.com]; kyle.bedsole@gm.com[kyle.bedsole@gm.com]; 'Mahmoud Yassine'[mky@chrysler.com]; 'Marc Belzile'[marc.a.belzile@tc.gc.ca]; 'mark paxton'[mpaxton@ganassi.com]; 'Meyer, Norm'[norm.meyer@tc.gc.ca]; mike.timmerman@horiba.com[mike.timmerman@horiba.com]; Okawa, Naoyasu (N.)[okawa.n@mazda.co.jp]; Peabody, Jason (J.A.)[jpeabod6@ford.com]; 'Peter Z. Janosi'[peter.janosi@roush.com]; 'RMiller@hatci.com'['RMiller@hatci.com']; 'Roxanne Loeffler'[rloeffler@sae.org]; 'Schlueter, Hannah (EASZ/1)'[hannah.schlueter@volkswagen.de]; sconrad@hatci.com [sconrad@hatci.com]; 'snyder.jim@epa.gov'['snyder.jim@epa.gov']; Steve Karamihas[stevemk@umich.edu]; steve.baldus@gm.com[steve.baldus@gm.com]; Suanne.Thomas@vw.com[Suanne.Thomas@vw.com]; 'tom.beierschmitt@tema.toyota.com'['tom.beierschmitt@tema.toyota.com']; 'tommy_chang@ahm.honda.com'['tommy_chang@ahm.honda.com']; Vineet Mehta[vineet@teslamotors.com]; William Beggs <william.beggs@gm.com>[william.beggs@gm.com]; Ott, William[ott.william@epa.gov]; Wright, DavidA[Wright.DavidA@epa.gov]; yosuke_sato@ahm.honda.com[yosuke_sato@ahm.honda.com]; Yuhase, Nicole (L.)[nyuhase@ford.com]
From: Glodich, Jeffrey (J.M.)
Sent: Wed 11/12/2014 8:20:20 PM
Subject: SAE LDVP Committee Agenda 11-13-14
Agenda - Light Duty Vehicle Performance Measurement Standards Committee - 11_13_2014.doc

Updated agenda attached.

From: Glodich, Jeffrey (J.M.)
Sent: Wednesday, November 12, 2014 2:45 PM
To: andrew.ramos@gm.com; 'ball.joel@epa.gov'; Beierschmitt, Thomas (T.A.); 'Berg, Olle ()'; 'Bob Maxwell'; brian.mace@horiba.com; 'Buller, Patrick'; 'Carl Paulina'; Chris Nevers; 'chris.mccarthy@gm.com'; 'david.woods@chrysler.com'; 'Dennis Pawlak'; 'Douglas Reid'; Dr. Robert Otto Rasmussen, PE ; 'Duoba, Mike'; Glodich, Jeffrey (J.M.); 'Jeff Foor'; 'Jenny.Sigelko@vw.com'; 'JNIKEUS@volvocars.com'; 'Keith Thompson'; kyle.bedsole@gm.com; 'Mahmoud Yassine'; 'Marc Belzile'; 'mark paxton'; 'Meyer, Norm'; mike.timmerman@horiba.com; Okawa, Naoyasu (N.); Peabody, Jason (J.A.); 'Peter Z. Janosi'; 'RMiller@hatci.com'; 'Roxanne Loeffler'; 'Schlueter, Hannah (EASZ/1)'; sconrad@hatci.com ; 'snyder.jim@epa.gov'; Steve Karamihas; steve.baldus@gm.com; 'Suanne.Thomas@vw.com'; 'tom.beierschmitt@tema.toyota.com'; 'tommy_chang@ahm.honda.com'; 'Vineet Mehta'; William Beggs <william.beggs@gm.com>; 'William Ott'; Wright, DavidA; yosuke_sato@ahm.honda.com; Yuhase, Nicole (L.)
Subject: SAE LDVP Committee Agenda 11-12-14

Agenda for tomorrow attached.

<< File: Agenda - Light Duty Vehicle Performance Measurement Standards Committee - 11_13_2014.doc >>

Jeff Glodich

Ford Motor Company
Vehicle Environmental Regulatory Strategy and Planning
217-E4 WHQ
(313) 845-1579

AGENDA

Light-Duty Vehicle Performance Measurement Standards Committee
Chair – Jeff Glodich
Secretary – Nicole Yuhase
Thursday, November 13th, 2014
1:00-3:00 PM
Toyota Technical Center, Ann Arbor
(Building 1555, 1555 Woodridge)

Conference Call:

Non-Responsive

Web Meeting:

Non-Responsive

1. **Welcome and Introductions**

2. **Membership Review**

3. **Document Review**

J2263: "Road Load Measurement Using Onboard Anemometry and Coastdown Techniques"

- Sponsor: Tom Beierschmitt
- J1263 pull-in items (posted)
- Track Surface Discussion (Steve K.)
- Continue document review

J1634: "Electric Vehicle Energy Consumption and Range Test Procedure"

- Open for review
- Continue discussion on test cycle inputs

J3066: "On-Board Fuel Consumption and Measurement Reporting Standard"

- Sponsor: David Wright
- Subcommittee status

4. **Other Business**

NEXT MEETING

- 12/11 (proposed)

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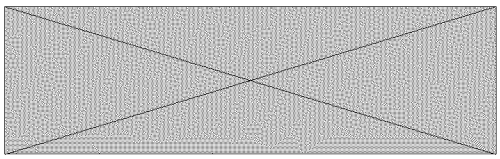
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From: Automotive News
Sent: Wed 11/12/2014 8:41:41 PM
Subject: P.M. NEWSCAST: Pumped over cheap gasoline? | Takata modification | VW's new labor policy | AutoNation's digital storefront

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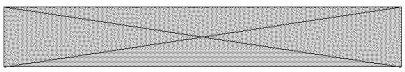
November 12, 201



Pumped over cheap gas? »

Takata modification »

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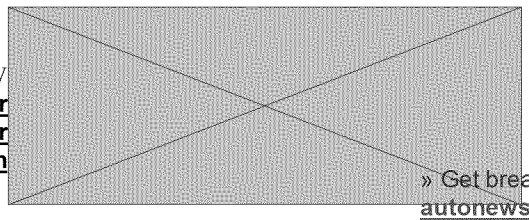
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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Wed 11/12/2014 9:43:53 PM
Subject: DAILY: Former Honda executives chide CEO Ito over quality | AutoNation plans Dec. rollout of digital storefront | Mercedes-AMG GT targets Porsche 911 | VW's new labor policy in Tenn.

November 12, 2014

Today's most read story
Mercedes introduces new names for its vehicles to avoid customer confusion



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TOP NEWS

Former Honda executives chide CEO Ito over quality, recalls

10:03 am U.S. ET | Nov 12

Two former Honda Motor chiefs have called on CEO Takanobu Ito this year, urging him to focus more on quality issues, increasing the pressure he's already under from federal regulators and politicians over mass airbag recalls. ... » READ

AutoNation plans mid-December rollout of digital storefront in Florida

12:49 pm U.S. ET | Nov 12

Customers of 30 AutoNation stores in south Florida next month will be able to use their credit cards to reserve a car they want to buy, as part of a purchase process that is largely online. ... » READ

Advertisement



"Why Adaptive Knocks Out Responsive for E-commerce."

It's "fight night." In one corner: Responsive Web Design, the reigning champ of the mobile web. In the other: Adaptive Web Design, Responsive's upstart protégé. Naked Lime examines

both sides of this web design battle and answers the tough pre-fight questions: Download the whitepaper.

Mercedes-AMG GT targets Porsche 911

2:06 pm U.S. ET | Nov 12

Mercedes-Benz is using the tag line "Handcrafted by Racers: a sports car in its purest form," for the new GT sports car, emphasizing the car's development by Mercedes' AMG performance unit. ... » READ

VW details new labor policy for Tenn. plant

UPDATED: 11/12/14 1:55 pm ET - adds UAW statement

9:19 am U.S. ET | Nov 12

A new policy at Volkswagen's assembly plant in Chattanooga would let organized labor groups hold regular meetings at the plant and engage with plant executives but stops short of extending collective bargaining rights to any particular labor union. ... » READ

Feinberg may seek GM switch-related cases in regulator files

12:02 pm U.S. ET | Nov 12

The lawyer handling General Motors' compensation for victims of accidents tied to its faulty ignition switches said he'll consider an auto safety advocate's suggestion that he comb regulators' files for relevant accidents. ... » READ

BEST PRACTICES

Luxury retailer is in for long haul

UPDATED: 11/10/14 3:36 pm ET - corrected

12:01 am U.S. ET | Nov 10

Living a teenage boy's fantasy of driving exotic cars is part of Tom O'Keefe's job at Midwestern Auto Group, a 15-franchise group of mostly exotic and luxury dealerships in Dublin, Ohio, that offers valet service to its high-line customers. ... » READ

ON THE BLOGS

BRADFORD WERNLE

On the line, new F-150 is good for workers, not so ideal for haberdashers

» READ

MOST READ (Last 7 days)

Ford's Farley, Odell to swap jobs

Ford offers year-end incentives for dealers to meet sales targets

Man U players leave free 'Vettes, Camaros parked

Barra pinning GM's transformation on small changes that add up

BMW, Toyota move forward with midsize sports car program

GM drops shift at Michigan Cadillac plant to match car supply, demand

6:30 pm U.S. ET | Nov 11

Takata says it modified compound involved in airbag recalls

12:12 pm U.S. ET | Nov 12

Ram prices ProMaster City at $24,125

12:01 am U.S. ET | Nov 12

Costco-GM promo moves more metal

UPDATED: 11/12/14 12:39 pm ET - correction

12:01 am U.S. ET | Nov 10

Carlyle's Axalta auto-paint company rises in trading

UPCOMING EVENTS

» Nov. 13-14 - Automobilwoche Kongress

» January 13-14 - Automotive News World Congress

» January 22 - Automotive News Retail Forum

» April 20 - PACE Awards

» May 12 - LA Marketing Seminar

UPCOMING WEBINARS

» Nov. 12 - Double Discounting
by MAX Digital

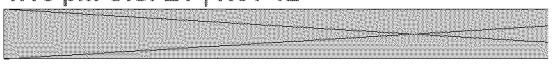
» Nov. 18 - Too Much Transparency?
by CarGurus

» Nov. 25 - Technology and People
by TeleTech

» Dec. 3 -

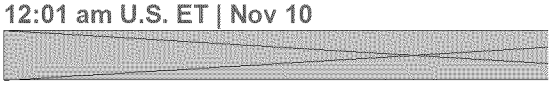
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4:16 pm U.S. ET | Nov 12



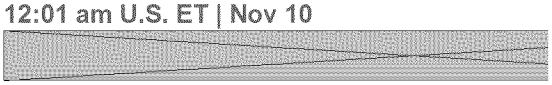
VW to add autonomous driving proving ground at test track in Germany

12:01 am U.S. ET | Nov 10

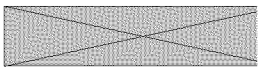


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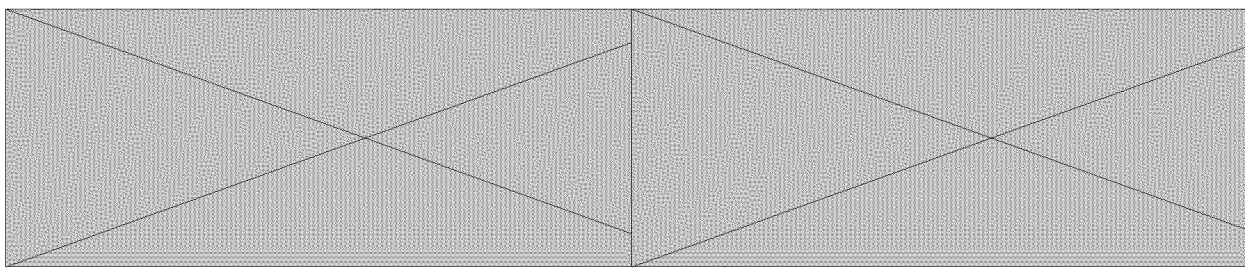
12:01 am U.S. ET | Nov 10



Automotive Ecosystems
by Covisint



UPCOMING WEBINARS
» November 19 - What I Wish I Knew When I Started in F&I



From: Snyder, Jim
Required Attendees: Wehrly, Linc; Wright, DavidA; Ott, William; Anderson, Tom; Ball, Joel; Dalton, Joel; Pidgeon, Bill; Kata, Leonard (EEO)
Location: AA-Room-Office-C35-ConfRoom/AA-OTAQ-OFFICE
Importance: Normal
Subject: 2016 VW Group Pre-Cert Mtg (NOT tentative, CONFIRMED)
Start Date/Time: Thur 11/20/2014 6:00:00 PM
End Date/Time: Thur 11/20/2014 8:00:00 PM
pre cert letter.pdf

I am back in town. Meeting is a go.

Mtg handout attached below:

Assuming I'm back from trip by then.

From: Snyder, Jim
Required Attendees: Wehrly, Linc; Wright, DavidA; Ott, William; Anderson, Tom; Ball, Joel; Dalton, Joel; Pidgeon, Bill; Kata, Leonard (EEO)
Location: AA-Room-Office-C35-ConfRoom/AA-OTAQ-OFFICE
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I am back in town. Meeting is a go.

Mtg handout attached below:

Assuming I'm back from trip by then.

To: Ex. 6
From: Ball, Joel
Sent: Thur 11/13/2014 3:01:02 PM
Subject: RE: Federal 8/80

Hello Ex. 6

Thank you for your inquiry regarding the federally required emissions warranty. Only the specified major emission control components are covered for 8 years or 80,000 miles. The specified major emission control components only include the catalytic converters, the electronic emissions control unit or computer (ECU), and the onboard emissions diagnostic (OBD) device or computer. The TCM is not an emissions control unit but in some cases it is considered an OBD device or computer. This depends on the vehicle. The best way to determine if the TCM is covered on your vehicle is to read the warranty booklet in the owners manual or contact your dealership.

If the TCM is coved by the emissions warranty, you will need to take it to the dealership or authorized warranty repair facility to have the repair made under warranty.

The following web page provides more information regarding the federal emissions warranty requirements: www.epa.gov/obd/pubs/420f09048.pdf

I hope this information is helpful.

Joel Ball
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
ball.joel@epa.gov

-----Original Message-----
From: LaCroix, John
Sent: Monday, November 10, 2014 6:39 AM
To: Ball, Joel
Subject: FW: Federal 8/80

-----Original Message-----
From: Ex. 6
Sent: Sunday, November 09, 2014 11:55 PM
To: LaCroix, John
Subject: Federal 8/80

Hi John,

I have a 2007 Audi A4 with approximately 76,xxx miles on it and my TCM just failed.
I need to know is that specific part covered under the Federal Warranty and if so, do the repairs need to be done at the Audi dealership or can they be done by a certified independent mechanic/shop?

Thank you for the time.

Ex. 6

Sent from my iPhone

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Morning Transportation
Sent: Thur 11/13/2014 3:04:20 PM
Subject: POLITICO's Morning Transportation, presented by the Pilots of NetJets (NJASAP) and Southwest Airlines (SWAPA): The gas tax: A lame-duck long shot -- Banking Committee considers FTA nom

By Heather Caygle

With help from Adam Snider and Kevin Robillard

LET'S TALK LAME DUCK: This morning, TTD, the transportation arm of the AFL-CIO, kicks off its annual fall executive committee meeting with Sen. Tom Carper, DOT Undersecretary for Policy Peter Rogoff, and NEC Deputy Director Byron Auguste expected to attend. Union presidents representing various transportation modes will be there and are expected to talk about the impact of the midterm elections on transportation and the possibility of a long-term funding solution for the Highway Trust Fund. Carper, one of the most vocal advocates of a gasoline tax increase, said he thinks such a move could secure the 60 Senate votes necessary to overcome a filibuster in the lame-duck session.

"During the recess, we've spent a fair amount of time continuing to grow the coalition that's in favor of - strongly supports - addressing this issue in the lame-duck session and to explore some different options to fund it," Carper told Adam on Wednesday. The Delaware lawmaker said the lame-duck session - before Republicans take control of the Senate next year - is the best time to push for the tax bump. "If we just put it off, it doesn't get any easier," he said. "We get to next June or next summer, and people are starting to run for president, taking positions on this or that. Folks are starting to think about their primaries in the Senate and the House. This is a good time to do it."

FTA NOMINEE APPEARS BEFORE BANKING TODAY: At 11 a.m., the Senate Banking Committee meets to consider two nominations, including Therese McMillan to lead the FTA. McMillan has been the deputy administrator of the transit agency since 2009 and more recently has led the FTA in an acting capacity since former FTA chief Rogoff moved to the DOT undersecretary position.

FRIENDS IN LOW (AND HIGH) PLACES: Rep. Peter DeFazio is on track to become the next House T&I ranking member and he's got plenty of support. Adam reports from the front lines of the Speaker's Lobby: "My understanding is we have a letter with 20 members of the committee on it supporting me," DeFazio said. Twenty members backing the Oregon lawmaker would account for nearly all of the committee's Democratic roster. The panel has 27 Democrats, and two of them - Reps. Nick Rahall and Tim Bishop - will not be back next year after losing their reelection bids. (An aide later confirmed 20 members have signed a letter of support.)

And what about his challenger? DeFazio, who is next in line in seniority on the Democratic side of the panel, also said he hopes there's no bad blood between him and Rep. John Garamendi, who is challenging him for the ranking member post. "I think things will work out fine," DeFazio said. "Mr. Garamendi and I have been friends. I think we'll work this out."

SENATE DEMS PRESS OBAMA ON NHTSA: President Barack Obama should not only announce a candidate to lead NHTSA soon, he should also take steps to "empower" that person to implement much-needed reforms, Senate Democrats wrote in a Wednesday letter. 'We believe this is an opportunity to improve NHTSA's safety mission by providing the agency with strong leadership and reforming some of its practices,' Sens. Ed Markey, Richard Blumenthal and Bill Nelson wrote. In the letter, the trio said the next NHTSA chief could make key reforms by improving the agency's transparency, limiting the number of regional recalls and ending voluntary safety campaigns. Nelson, who is expected to be the next Commerce Committee ranking member, also took to the Senate floor to address NHTSA's decision to issue regional recalls in the case of faulty Takata airbags, a move he sarcastically described as "brilliant." 'The federal agency should not be issuing these kinds of edicts if we are serious about the safety of the public," he said. Read the letter: http://1.usa.gov/1qEriXJ

Related: Takata disputes a New York Times report that it tested airbags for an inflator-related defect years before alerting federal safety officials. Bloomberg: http://bloom.bg/1xzUllf

THANKS FOR READING ON THIS FINE THURSDAY. Good morning and thanks for reading POLITICO's Morning Transportation, your daily tipsheet on trains, planes, automobiles and ports. On this day in 1999, Chris Gaines, the alter ego of country music superstar Garth Brooks, performed on "Saturday Night Live." Brooks even donned a black wig and fake soul patch to complete the look, but the "Australian" Gaines mostly disappeared after a lackluster first album.

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"Raindrops on the windshield, there's a storm moving in. He's headin' back from somewhere that he never should have been..." http://bit.ly/10ZPai8

** What good are trade agreements if they aren't adhered to? Norwegian Airlines International plans to circumvent the obligations that all of their international competitors abide by. That shouldn't fly - nor should NAI. The pilots of NetJets (NJASAP) and Southwest Airlines (SWAPA) encourage you to learn more about the Scheme in the Sky at www.SchemeInTheSky.com **

NEW GUARDRAIL TESTS COMING: A new round of crash tests will begin next week for the controversial Trinity guardrails as federal highway officials face continued scrutiny and more states ban or remove the guardrails already in place. The tests, which will run through mid-January, come after a recent court ruling that said company officials presented fraudulent information to the government by failing to disclose a 2005 design change to the guardrail until years later. The Southwest Research Institute in San Antonio will perform eight crash tests over the next two months specifically designed to assess the safety of the Trinity ET-Plus guardrail end terminal. "If the ET-Plus does not meet the crash test criteria, the device will immediately be ineligible for federal funding," said FHWA acting Administrator Greg Nadeau. "As I've said

before, we are going to leave no stone unturned in getting to the bottom of this issue. And we will do so in a fact-based, data-driven matter."

UAW WILL MOVE FOR RECOGNITION UNDER NEW VOLKSWAGEN POLICY - From our friends at Pro Labor: "The United Auto Workers will use its first meetings under a new workers group policy at Volkswagen of America's Chattanooga plant to press for its Local 42 to represent workers there. UAW secretary-treasurer Gary Casteel said in a statement yesterday that the union is working with Volkswagen to verify that it has the support of a majority of plant workers. Under the new policy, a workers group gains greater access to the decision-making process according to the percentage of workers it represents."

ALL ABOARD AT DOT: MT would like to take a second to welcome DOT's newest staffer, Suzi Emmerling, during her first week on the job as the department's director of public affairs. Emmerling previously worked in communications for Obama for America in North Carolina and the 2012 Democratic Convention Host Committee.

DEMS PUSH FOR TRANSIT TAX BREAK: Reps. Earl Blumenauer and Jim McGovern wasted no time their first day back on Wednesday, holding a morning presser calling for Congress to pass a bill that would permanently equalize the commuter tax benefit for transit and parking. And the two lawmakers might have a trick up their sleeves - deficit reduction. Blumenauer, flanked by transit advocates, said that it's "not fair" that drivers can get up to $250 per month in pretax benefit while transit riders can only get $130. A score from the Joint Committee on Taxation in September found that simply boosting the transit perk to the same level as parking would cost $1.8 billion over 10 years - something Republicans would be unlikely to sign off on. Trimming the parking benefit to $235 a month and raising the transit figure to the same level, however, would save $131 million over 10 years, the JCT said in a September letter. "If there ever was a no-brainer, this is it," McGovern said. Pros get the story: http://politico.pro/1GQ4a2M

FEWER PEOPLE COMING FROM WEST AFRICA: DHS Secretary Jeh Johnson said fewer travelers are coming into the U.S. from the three West African countries hit hardest by Ebola. The average today is "less than 100 on a handful of commercial flights," Johnson said at a Senate Appropriations Committee hearing Wednesday, down from the initial estimate of around 150 per day that officials predicted when five U.S. airports started enhanced screening measures last month. During the hearing, Senate Appropriations ranking member Richard Shelby questioned whether screening passengers for Ebola at U.S. airports goes far enough. "It still remains to be seen if these cursory screenings will be effective," Shelby said, adding that travel and visa restrictions should not be ruled out.

STB CHAIRMAN FINALLY RENOMINATED: Obama will formally nominate Daniel Elliott III to continue serving as chairman of the Surface Transportation Board, the White House announced Wednesday. If confirmed, Elliott would be able to serve for another five years as head of the agency that resolves rate disputes between freight railroads and shippers. He was first appointed to the board in 2009 but his term technically expired in December 2013. The White House also announced the renomination of Walter Barrows to the Railroad Retirement Board.

BIDEN HEARTS PORTS: Vice President Joe Biden, the administration's foremost visitor of America's ports, heaped praise on the industry in a speech before the American Association of Port Authorities in Houston, calling it the 'best-kept secret in the world' and 'the artery of our economic dynamism.' Biden said a 10-day shutdown of the ports would cost the American economy $21 billion. 'I say that for the press that's here so they understand why I'm so insistent on the need to invest in our ports,' he added. Biden said the administration created the TIGER program, in part, to funnel more federal cash to port projects.

MAILBAG - ALPA TAKES ON NAI: ALPA President Lee Moak is asking Congress to consider including a provision in any fiscal 2015 funding legislation that would effectively result in DOT denying NAI's foreign carrier permit (the language was an amendment to the House THUD bill this year). "Support of the House's position will ensure that NAI's air service operation be consistent with our laws and international commitments," Moak wrote. "Simply put, the U.S. airline industry and the hundreds of thousands of U.S. jobs it supports are threatened by one European entity that is attempting to play by a different set of rules. If it is successful, more are sure to follow." Read the letter: http://politico.pro/1sFeGAx

MT note: Looking for more comments from lobbyists and advocates on the outlook for a surface transportation bill in 2015? Today's edition was jam-packed with Hill happenings but be sure to check Friday's edition for more commentary on 2015. Until then, check out this brief from transpo expert Ken Orski on what he expects to happen in the next several months: http://bit.ly/10XEEHN

THE AUTOBAHN (SPEED READ)

-Outgoing TSA Administrator John Pistole has advice for his successor and it involves bottled water. USA Today: http://usat.ly/1yBoVJx

-GM CEO Mary Barra will skip awards event amid controversy. The Detroit News: http://bit.ly/1udlycL

-FAA announces new protocol for pilots over age 60. The Hill: http://bit.ly/1GPCpHP

-D.C. City Council committee again postpones vote on bicycling/pedestrian bill. The Washington Post: http://wapo.st/14eJAdH

-Startup SkyCatch bills itself as the "Uber for drones." Wired: http://wrd.cm/1ED3ETX

-D.C. the most Uber-friendly city in the U.S., according to think tank report. DCist: http://bit.ly/1ucZ23F

-Rep. Gwen Moore from Wisconsin is the Hill's top Uber user. The Wall Street Journal: http://on.wsj.com/1BbjeYA

-A bill banning texting while biking being introduced in NYC today. The New York Times: http://nyti.ms/110qrKA

-Reagan Airport is getting some fancy new upgrades. Greater Greater Washington: http://bit.ly/1tIxi1C

THE COUNTDOWN: DOT appropriations run out in 28 days and highway and transit policy expires in 200 days. FAA policy is up in 322 days. The 2016 presidential election is in 727 days.

Come back again tomorrow.

** Air carriers operating under the flags of the EU and US abide by rules and protocols set forth in an international Open Skies Agreement. Our coalition has never objected to the foreign air carrier permit applications of other foreign carriers. In fact, we've never complained about Norwegian Airlines itself operating in and of the U.S. But when one company wants to work outside of those rules that have protected consumers and the industry, then we have no choice but to raise our collective voices.

NAI proposes to launch a scheme whereby the company would receive a special exemption allowing it to operate outside of the existing rules that every other carrier, foreign or domestic, has to live by. That's not how competition is supposed to work. NJASAP and SWAPA encourage you to find out more about NAI's Scheme in the Sky and how you can help keep the playing field level at www.SchemeInTheSky.com **

Go to POLITICO Morning Transportation Now >>
http://www.politico.com/morningtransportation

Go to this edition >>
http://www.politico.com/morningtransportation/1114/morningtransportation16085.html

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==========

To: Giles, Michael (EEO)[michael.giles@vw.com]
From: Snyder, Jim
Sent: Thur 11/13/2014 3:18:44 PM
Subject: RE: Mulsanne Decision

I had some Verify issues but I waived it based on the info you passed on to me.

From: Giles, Michael (EEO) [mailto:michael.giles@vw.com]
Sent: Thursday, November 13, 2014 9:21 AM
To: Snyder, Jim
Subject: RE: Mulsanne Decision

Hi Jim,

I am just following up on the status of the confirmatory decision for the Mulsanne. If you could let us know when the decision should be available I will let the factories know.

Thanks,

Mike

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Wednesday, November 12, 2014 12:32 PM
To: Giles, Michael (EEO)
Subject: RE: Mulsanne Decision

Thank you, that's what I needed.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency

(734) 214-4946
snyder.jim@epa.gov

From: Giles, Michael (EEO) [mailto:michael.giles@vw.com]
Sent: Wednesday, November 12, 2014 11:45 AM
To: Snyder, Jim
Cc: Rodgers, William (EEO); Allen, Gregory (EEO)
Subject: Mulsanne Decision

Hello Jim,

As we discussed, we have a decision request and test data submitted for a MY2016 Bentley Mulsanne. You had requested some background information about the new EDV for this test group, and the feedback from the factory was as follows:

- There is a slight modification of the combustion chamber design with higher compression ratio and horsepower.

- The emission control system and exhaust after treatment system is unchanged.

- There was no impact on emission performance as shown by the reported test data

- VW updates EDV's routinely to ensure representative vehicles are used for emissions, FE and OBD.

Please let me know if you have further questions. Otherwise, we await your confirmatory decision.

Thanks,

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Giles, Michael (EEO)
Sent: Thur 11/13/2014 3:19:20 PM
Subject: RE: Ex. 4 - CBI

Thanks Jim.

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Thursday, November 13, 2014 10:19 AM
To: Giles, Michael (EEO)
Subject: RE: Ex. 4 - CBI

Ex. 4 - CBI

From: Giles, Michael (EEO) [mailto:michael.giles@vw.com]
Sent: Thursday, November 13, 2014 9:21 AM
To: Snyder, Jim
Subject: RE: Ex. 4 - CBI

Hi Jim,

I am just following up on the status of the confirmatory decision for t Ex. 4 - CBI If you could let us know when the decision should be available I will let the factories know.

Thanks,

Mike

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Wednesday, November 12, 2014 12:32 PM

To: Giles, Michael (EEO)
Subject: RE: [redacted] Ex. 4 - CBI

Thank you, that's what I needed.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Giles, Michael (EEO) [mailto:michael.giles@vw.com]
Sent: Wednesday, November 12, 2014 11:45 AM
To: Snyder, Jim
Cc: Rodgers, William (EEO); Allen, Gregory (EEO)
Subject: [redacted] Ex. 4 - CBI

Hello Jim,

[redacted]

Ex. 4 - CBI

Ex. 4 - CBI

Please let me know if you have further questions. Otherwise, we await your confirmatory decision.

Thanks,

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Charmley, William[charmley.william@epa.gov]; Bunker, Byron[bunker.byron@epa.gov]; French, Roberts[french.roberts@epa.gov]; Lieske, Christopher[lieske.christopher@epa.gov]
From: Moran, Robin
Sent: Thur 11/13/2014 8:00:12 PM
Subject: Ex. 7 note on FFV guidance

See below.

From: Ex. 7
Sent: Thursday, November 13, 2014 2:58 PM
To: Moran, Robin
Subject: Re: FFV F-factor guidance

Hello Robin,

Thanks very much for the note. No problem with the docket and also no surprise on your guidance. Something in this range was pretty much expected by the auto side. The ethanol lobby seemed convinced they had influence and that is what prompted our letter (which involved other automakers and was admittedly a lowest common denominator proposal). The auto side pretty much knew the answer but was willing to open the dialog again.

Thanks again,

Ex. 7

Sent from my iPhone

On Nov 13, 2014, at 2:06 PM, "Moran, Robin" <moran.robin@epa.gov> wrote:

> Hi Ex. 7 I just left you a voice mail to let you know we finalized the manufacturer guidance on the FFV F-factor today, with a final factor of F=0.14 for MY 2016-2019 vehicles.
>
> Here's the web link:

http://www.epa.gov/otaq/regs/ld-hwy/greenhouse/ld-ghg.htm#guidance

Also letting you know that we will be docketing your October 7, 2014 letter regarding VW's suggested F-factor. Your letter was also included as an attachment to a letter signed by a coalition of 50 agriculture/ethanol/other groups, so it will get docketed in that way as well.

Robin

Robin Moran

Senior Policy Advisor

U.S. EPA, Office of Transportation and Air Quality

2000 Traverwood Dr.

Ann Arbor, MI 48105

(734) 214-4781 (phone)

(734) 214-4821 (fax)

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Governors' Biofuels Coalition
Sent: Fri 11/14/2014 1:12:58 PM
Subject: Today's Biofuels News

Please add the Governors' Biofuels Coalition to your address book for uninterrupted delivery
View this email in a web browser.

NEWS UPDATE November 14, 2014

EPA rejects Volkswagen request for larger FFV incentive

Governors' Biofuels Coalition • • Posted November 14, 2014

EPA published yesterday guidance for vehicle manufacturers establishing the E85 usage weighting factor under the greenhouse gas (GHG) emissions standards for cars and light trucks for model years 2016-2018. This weighting factor will be used to calculate real world emissions for flex fuel vehicles (FFV) based on actual CO2 tailpipe emissions and projected real-world fuel use of E85 and gasoline over the life of the vehicle. [read more ...]

Branstad, Nixon to Lead Governors' Biofuels Coalition

Farm Futures • • Posted November 14, 2014

Governors' Biofuels Coalition announced Thursday that Iowa Governor Terry Branstad will become chairman and Missouri Governor Jay Nixon will become vice chairman of the Coalition beginning in January 2015. "I look forward to working with Governor Nixon to advance the bipartisan work of the Governors' Biofuels Coalition, as the production and use of biofuels increases family incomes in rural America, diversifies our nation's energy portfolio, and enables consumer choice at the fuel pump," Branstad said. "Missouri was one of the founding members of the Governors' Biofuels Coalition, and the Coalition has played a major role in our nation's energy policies, including the drafting and passage of the renewable fuel standards," Nixon said. [read more ...]

Ethanol documentary in Lincoln this week takes provocative look at oil industry

By Russell Hubbard / World-Herald Bureau • • Posted November 14, 2014

A documentary designed to change the way people think about renewable fuels — called "PUMP The Movie" — has been showing around the country, including this week in Lincoln.

Screened at the Mary Riepma Ross Media Arts Center for about 100 attendees at an event hosted by the Nebraska Ethanol Board, the film takes a provocative look at the oil industry, the grip it has on the nation's motor fuels and what competition might mean if alternative fuels could gain a meaningful share of the nation's gas tanks. It is a question with Great Plains-sized ramifications for the Midwest, where Iowa and Nebraska rank first and third in corn production, and first and second in production of ethanol from corn. Iowa has 42 plants, Nebraska 24, part of a U.S. fleet of about 225 built with a capital investment of about $230 billion in recent years. [read more ...]

Note: News clips provided do not necessarily reflect the views of coalition or its member governors.

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This message was sent to grundler.christopher@epa.gov from:

Governors' Biofuels Coalition | larry@governorscoalition.org | Governors' Coalition | P.O. Box 94922 | Lincoln, NE 68509

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To: Belser, Evan[Belser.Evan@epa.gov]; Kaul, Meetu[Kaul.Meetu@epa.gov]; Alexander, David[Alexander.David@epa.gov]
Cc: Wick, Anne[Wick.Anne@epa.gov]; Connell, John[Connell.Johnc@epa.gov]
From: Isin, Amelie
Sent: Fri 11/14/2014 2:11:08 PM
Subject: RE: Vehicle/engine settlements website

Evan,

I don't think Munsel has been redacting signatures of the documents linked to our v/e settlements pages. If we need her to do this, we should probably get JRW and Phill to weigh in first.

Another item for consideration is whether this webpage is accessible enough for users. Here is how you get there: Starting from EPA's enforcement page, you click on "air enforcement" and then "mobile sources" and then "cases and settlements". Note, you can't get here by searching on Cases and Settlements at epa.gov/enforcement.

Lastly, I would be interested if anyone has any edits to the narrative above the fiscal year links. Anne has suggested adding the tampering/ defeat device statutory max of $3,750 to the last paragraph.

Please let me know!

Thanks,

Amelie

From: Belser, Evan
Sent: Thursday, November 13, 2014 2:27 PM
To: Kaul, Meetu; Alexander, David
Cc: Isin, Amelie
Subject: RE: Vehicle/engine settlements website

Munsel redacts mgmt signatures before posting. I'm not convinced that there is any real threat of fraud . . .

From: Kaul, Meetu
Sent: Thursday, November 13, 2014 11:56 AM
To: Alexander, David
Cc: Isin, Amelie; Belser, Evan
Subject: RE: Vehicle/engine settlements website

Amelie,

This is terrific! Thank you!

I agree Wildfire should be a 2014 settlement. The ASA posted is not going to be the one having Phill's signature as it's the attachment to the Consent Judgment that was executed first. I think that is fine.

But that brings ups a bigger question for me – is it DOJ that redacts management signatures prior to posting, I assume to try to lessen fraud, and should we be doing the same? I just raise the issue for consideration.

Thanks,

mk

Ms.Meetu Kaul, Attorney-Advisor
United States Environmental Protection Agency
Office of Civil Enforcement - Air Enforcement Division
WJC South, Room 1117B
1200 Pennsylvania Ave., N.W. (MC 2242A)
Washington D.C. 20460 (Courier 20004)
Direct: 202-564-5472
Fax: 202-564-0069
Email: kaul.meetu@epa.gov

From: Alexander, David
Sent: Thursday, November 13, 2014 11:45 AM
To: Isin, Amelie; Adair, Jocelyn; Kaul, Meetu; Jorquera, Mario; Ruske, Ross; Miller, Anthony
Cc: Wick, Anne; Connell, John; Belser, Evan; Barnes, Cassandra
Subject: RE: Vehicle/engine settlements website

Amelie,

The Wildfire settlement is listed as a 2013 but it was a 2014. Perhaps it was miscategorized because some attachments to the agreement bore older signature dates.

Also, the posted version, although signed by Wildfire, does not have Phill ratification.

D

David E. Alexander, Attorney

WJC South Room 1111-C

OECA/Air Enforcement Division (2242-A)

(202) 564-2109

From: Isin, Amelie
Sent: Thursday, November 13, 2014 11:19 AM
To: Adair, Jocelyn; Alexander, David; Kaul, Meetu; Jorquera, Mario; Ruske, Ross; Miller, Anthony
Cc: Wick, Anne; Connell, John; Belser, Evan; Barnes, Cassandra
Subject: Vehicle/engine settlements website

Dear MSEB,

This is to let you know that our vehicle/engine settlements page now contains a complete list of settlements (whether ASAs, ESAs, CAFOs, or CDs), organized by fiscal year, from 2005 to 2014. John Connell, Anne Wick, and I did our best to put this together based on the data in ICIS and hardcopy file reviews.

Please take a look at the website below, which contains links to each fiscal year, and let us know if you notice anything missing, or if you have any other comments or suggestions.

http://www2.epa.gov/enforcement/clean-air-act-vehicle-and-engine-settlements

Thanks,

Amelie

Amelie Isin, P.E.
USEPA Office of Enforcement and Compliance Assurance
Air Enforcement Division, Mobile Source Enforcement Branch
202-564-0842

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From: Kaul, Meetu
Importance: Normal
Subject: FW: R9/OECA Air Enforcement monthly
Start Date/Time: Fri 11/14/2014 5:00:00 PM
End Date/Time: Fri 11/14/2014 6:00:00 PM

-----Original Appointment-----
From: Jones, Joel E.
Sent: Monday, June 02, 2014 7:16 PM
To: Jones, Joel E.; Salazar, Matt; Fried, Gregory; Werner, Jacqueline; Belser, Evan
Subject: R9/OECA Air Enforcement monthly
When: Friday, November 14, 2014 9:00 AM-10:00 AM (UTC-08:00) Pacific Time (US & Canada).
Where:

Non-Responsive

From: Charmley, William
Required Attendees: Grundler, Christopher; Haugen, David; Simon, Karl; Bunker, Byron; Stewart, Gwen; Iffland, JoNell; Bradish, Tracey; Cook, Leila
Location: Cobo Hall, Detroit
Importance: Normal
Subject: 2015 Detroit International Auto Show - Press Preview Day Invitation from the Auto Alliance
Start Date/Time: Mon 1/12/2015 1:00:00 PM
End Date/Time: Mon 1/12/2015 10:00:00 PM

When: Monday, January 12, 2015 8:00 AM-5:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Cobo Hall, Detroit

Note: The GMT offset above does not reflect daylight saving time adjustments.

~~*~*~*~*~*~*~*~*

<< Update from the Auto Alliance on December 17, 2014 >>

Proposed Schedule from the Auto Alliance

EPA - CARB NAIAS Tour Schedule
Monday, January 12, 2014
Cobo Center, Detroit

8:15 AM: Meet at Joe Louis Statue (near Oakland Hall Entrance)

8:30-8:55 AM: **Volkswagen**
Anna Schneider (703) 539-9696

9:00-9:25 AM: **Porsche**
Kamal Charafeddine +49 170 9111852

9:30-9:55 AM: **Jaguar Land Rover**
Clinton Blair (201) 456-9448

10:00-10:25 AM: BREAK

10:30-10:55 AM: **Toyota**
Charlie Ing (202) 390-1685

11:00-11:25 AM: **Hyundai**
Kathleen Hennessey (202) 660-2010
Deb Bakker (734) 337-2340

11:30-11:55 AM: **Chrysler**

Kristina Pisanelli (202) 660-2741
Matt Forman (202) 578-5249

12:10-12:50 PM: LUNCH

1:00-1:25 PM: **General Motors**
Mark Kemmer (202) 253-3424

1:30-1:55 PM: **Nissan**
Brian Brockman (248) 312-8436

2:00-2:25 PM: **Subaru**
David Barker (989) 295-7917

2:30-2:55 PM: **Mazda**
Dan Ryan (202) 285-5844

3:00-2:25 PM: **Ford**
Jerry Roussel (202) 361-5603

3:30-3:55 PM: **Honda**
Ed Cohen (202) 302-4566

4:00-4:25 PM: **BMW**
Bryan Jacobs (202) 815-4231

4:30-4:55 PM: **Kia**
John Anderson (202) 257-5207

5:00-5:30 PM: **Mercedes**
Bill Craven (202) 361-0121

NOTE - likely meeting between Chris Grundler and Dr. Weber from Mercedes, 5:30-6pm

5:35-6:00 PM: **Denso**
Terry Heigesen (248) 514-5360

Tour Leaders:

Alliance: Julie Becker (202) 306-7307

Global Julia Rege (202) 436-2266

==========

Dear Chris, David, Byron, and Karl -

Julie Becker from the Auto Alliance reached out to me at the end of October to extend an invitation to Chris and his leadership team to attend the Press Day for the Detroit International Auto Show, which is on Monday, January 12. Below is the invitation from Julie.

I am sure we will get additional details as we get closer.

Note a few things;

- The Alliance also extended an invitation to Richard Corey and Alberto. Alberto has responded that he and Annette Hebert will be coming.
- The Alliance has sent directly to the Administrators office an invitation to Administrator McCarthy. Julie will let me know what they hear back.
- The Alliance is asking for now that we extend the invitation to Assistant Administrator McCabe on their behalf. I will send a separate note to Chris on that topic
- The Alliance has also noted that they will extend an invitation to EPA, as they have done in the past, to a dinner that they sponser in Detroit on the evening of Sunday, January 11. We will get more details on that later and we can decide it this is something that any of the EPA folks should attend.

Non-Responsive I am also putting this meeting on Tracey and Lee's calendar, and I will follow up with them separately on that topic as we get closer.

Thanks
Bill

<< email from Julie Becker, Auto Alliance, to Bill and JoNell on 10.31.2014 >>

Bill (and Jonell),

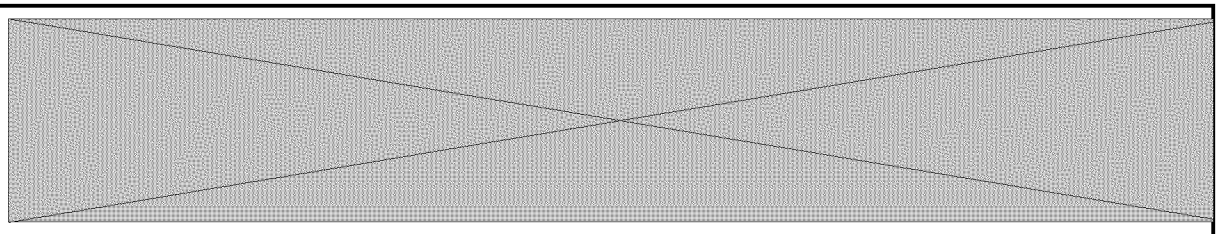
It's that time again! We are setting up a schedule for the Detroit auto show that includes our annual dinner on Sunday evening, January 11 (time and place TBD), and a tour of the show on Monday, January 12. As you know, credentialing for Detroit is a bit complicated, so it would be better to list everyone the Office of Air and Radiation that you think might participate than to try to add people at the last minute.

I am attaching last year's list of EPA and CARB attendees for reference. A few other details:

- I will contact Administrator McCarthy's office separately but will copy you on the invitation and will ask them to keep you in the loop.
- I will leave it to you to see whether Janet McCabe and/or Chris Grundler would like to attend, unless you would like me to send them direct invitations.
- I will also copy you on my invitation to Alberto Ayala/CARB.

Julie C. Becker
Vice President, Environmental Affairs
Alliance of Automobile Manufacturers
Ph: (202) 326-5511
Cell: (202) 306-7307
803 7th Street, NW, Suite 300
Washington, DC 20001

To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: WardsAuto World magazine
Sent: Mon 11/17/2014 4:46:14 PM
Subject: Read November Issue Now: Hemi Hellcat Engine Fully Loaded



Hemi Hellcat Engine Fully Loaded

Click Here to Read

V-8 requires bigger fuel lines, stiffer crankshaft and crushed diamonds

An engine that almost never stops consuming fuel while generating 707 hp in the 2-door Dodge Challenger SRT Hellcat and the 4-door Charger creates extreme loads that can cause catastrophic failures if not offset properly....
Read the full story now.

December 10, 2014
Southfield Westin

Our Q4 event includes:

- Ward's 10 Best Engines announcement
- Long-term N. American sales forecast through 2020
- Important vehicle launches: 2015 NAIAS
- WardsAuto barometer: OEM scorecards and more

Register Now!

Plus... be sure to read these features:

- **Drew Winter's Column: Is '15 Ford F-150 Too Advanced?**
  It took me two hard turns and a quick trip through Hell, MI to realize the '15 Ford F-150 is something special. Jurors for the North American Car and Truck of the Year awards gather every October in Hell to compare new vehicles back-to-back on miles of scenic country roads in the little burg outside Ann Arbor, MI.
  READ MORE

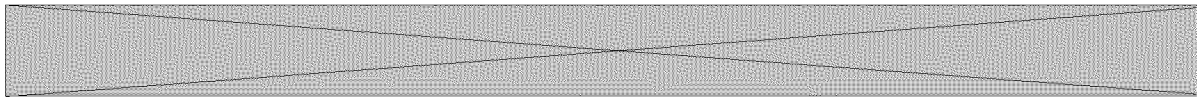
- **Dodge Dart May Get Performance Boost -** The Dodge Dart compact car may be getting a performance boost to better fit into the brand's lineup, says CEO Tim Kuniskis.
  READ MORE

- **John McElroy's Column: Cheap Gas Worries Auto Industry -** Throughout the history of the automotive industry, car companies have worried about the impact of higher fuel prices. Today it's the opposite. Now they're deeply worried about the falling price of gasoline.
  READ MORE

- **Story Behind Ward's 10 Best Engines: Audi V-6 Almost Makes V-8 Obsolete -** Read the behind-the-scenes story of the development of Audi's winning 3.0L V-6. **READ MORE**

- **New Wheels: VW Jetta -** Check out our test drive and photo gallery. **READ MORE**

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Penton | 9800 Metcalf Ave. | Overland Park, KS 66212

From: Kata, Leonard (EEO)
Location: AA-Room-Office-C35-ConfRoom/AA-OTAQ-OFFICE
Importance: Normal
Subject: Accepted: 2016 VW Group [Ex. 4 - CBI] (tentative)
Start Date/Time: Thur 11/20/2014 6:00:00 PM
End Date/Time: Thur 11/20/2014 8:00:00 PM

;

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]
From: Rodgers, William (EEO)
Sent: Tue 11/18/2014 12:25:48 PM
Subject: RE: Ex. 4 - CBI

HI Jim,

Can you follow up with the lab on **Ex. 4 - CBI**

Thanks,

Bill Rodgers

VWGoA EEO

(248) 754-4219

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Wednesday, November 12, 2014 1:33 PM
To: Rodgers, William (EEO)
Cc: Mazaitis, Vincent
Subject: RE: Ex. 4 - CBI

I've talked to the lab and they are looking into it.

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Tuesday, November 11, 2014 8:30 AM
To: Snyder, Jim
Cc: Mazaitis, Vincent
Subject: Ex. 4 - CBI

Hello Jim,

I've been asked to provide our Engineering group with the [redacted] we only received the test reports in Verify for the Oct 29th tests.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Morning Energy
Sent: Tue 11/18/2014 3:02:15 PM
Subject: POLITICO's Morning Energy, presented by Hess Corporation: The search for 60 on Keystone XL — White House threatens vetoes on House EPA bills — ERCOT warns on EPA climate rules — Whitehouse to introduce carbon fee bill

By Alex Guillén

With help from Erica Martinson

KEYSTONE XL - THE SEARCH FOR 60: The frenzy over the Keystone pipeline has come down to Louisiana Democrat Mary Landrieu's furious search for a 60th "yes" vote in the Senate - the culmination of a desperate week of arm-twisting by a lawmaker whose political career is on the line in the lame-duck Congress. Never mind that President Barack Obama may well veto the bill, which would approve the Canada-to-Texas oil pipeline by taking the matter out of the hands of his State Department. With Keystone apparently stuck on 59 votes - one shy of the amount needed for passage - Landrieu has turned into a one-woman Senate whip, seeking a vote set for Tuesday night that would show her clout in oil-rich Louisiana ahead of her Dec. 6 runoff. Elana Schor and Darren Goode have the lay of the land: http://politi.co/1xTBkdK

60 percent (of the public) wants KXL: A USA Today poll released Monday found 60 percent of respondents say the pipeline should be approved, with 25 percent opposing. Keystone XL has long enjoyed the majority of public support. USAT: http://usat.ly/1EVRTYQ

Edelman coaches TransCanada on oppo: The New York Times writes: "The advice from a top American public relations firm was simple: A Canadian pipeline company should take aim at its opposition. In detailed proposals submitted in May and August, the public relations firm Edelman outlined a plan to investigate groups that had opposed Energy East, a pipeline in development by TransCanada. Edelman urged TransCanada to develop its own sympathetic supporters and spread any unflattering findings about the opposition. ... In its proposal, Edelman proposed 'a perpetual campaign to protect and enhance the value of the Energy East Pipeline and to help inoculate TransCanada from potential attacks in any arena,' according to the documents." NYT: http://nyti.ms/1EXAdfp

HEADLINE OF THE DAY: An op-ed by Yale law professor Stephen L. Carter: "How Kabuki Theater explains Keystone XL pipeline vote" http://delonline.us/1uIf2KY

A LEGACY ISSUE - OBAMA'S CHANGE ON GREEN ACTION: During his earlier years in office, Barack Obama never pushed the environment to the forefront of the national agenda. The economy and health care took precedence. But now, Obama is aiming to make global reduction of greenhouse-gas emissions one of the signature achievements of his presidency - with his "historic agreement" with China last week just the start of a series of administrative actions aimed at combating climate change. What changed, according to political and environmental sources close to the president, was Obama's awareness that the environment is one of the few areas where a president can act unilaterally and to broad effect. Darren Samuelsohn has this morning's must-read story: http://politi.co/1yOJCSq

VETO THREAT - ON HOUSE EPA BILLS: The White House let fly three veto threats last night, but none of them mentioned Keystone XL. In Statements of Administrative Policy issued last night, the White House waved its pen at three House bills dealing with EPA. The first, scheduled to hit the floor today, goes after H.R. 1422, which would allow more industry-associated scientists to join EPA's independent Science Advisory Board and which reviews some of the agency's rulemakings. SAP: http://1.usa.gov/1t5yKev . The White House also took aim at two other bills hitting the floor later this week. H.R. 4012, the Secret Science Reform Act, would prevent EPA from proposing, finalizing or disseminating any regulation unless all underlying scientific and technical information relied upon for it is made public. SAP: http://1.usa.gov/11lNAa2. H.R. 4795 aims to speed up EPA's pre-construction permitting process as it relates to national air quality standards. SAP: http://1.usa.gov/1xRbMOu

- The League of Conservation Voters opposes the bills as well, and notes it will may score the vote for its next scorecard. Letter: http://politico.pro/1EWDVpy

HAPPY TUESDAY and welcome to Morning Energy. Send your energy news to aguillen@politico.com, and follow on Twitter @alexcguillen, @Morning_Energy and @POLITICOPro.

WHITEHOUSE TO RELEASE CARBON FEE LEGISLATION: Sens. Sheldon Whitehouse and Brian Schatz will release new carbon fee legislation this week that the duo says would generate more than a trillion dollars in new revenue. The American Opportunity Carbon Fee Act would charge a fee per ton of carbon emissions. Whitehouse plans to announce more details during a Wednesday floor speech. The legislation is almost certainly DOA in the Republican-controlled Senate.

** Hess Corporation is proud to begin producing oil from its Tubular Bells field in the Gulf of Mexico. Design and construction was entirely in the U.S., creating 7,000 direct and indirect jobs in America. Watch our 90-second video to learn more: http://youtu.be/CbT-yNJvjA8 **

ERCOT WARNS THAT EPA CLIMATE RULES THREATEN RELIABILITY: ERCOT, the electric grid operator that covers most of Texas, says that EPA's Clean Power Plan will present serious issues to grid planning and operation. "ERCOT estimates that the proposed CO2 emissions limitations will result in the retirement of between 3,300 MW and 8,700 MW of coal generation capacity, could result in transmission reliability issues due to the loss of generation resources in and around major urban centers, and will strain ERCOT's ability to integrate new intermittent renewable generation resources," ERCOT said in a 19-page analysis released Monday. The operator also said the plan will increase consumer costs up to 20 percent by 2020, without including costs for transmission upgrades, efficiency investments and more. ERCOT's analysis: http://bit.ly/1t0hAjk

Coming soon: ERCOT will release a longer report next month that includes the impacts of other EPA rules, including the Mercury and Air Toxics Standards, the Cross-State Air Pollution Rule, the 316(b) cooling water rule, and coal ash regulations.

MOVER, SHAKER: Darrin Munoz, an energy and environment policy adviser to Sen. Mike Enzi (R-Wyo.), is joining R&R Partners, a comms and government affairs agency. Munoz, who previously worked on energy issues for Denny Rehberg and John Barrasso, will work out of R&R's Denver office.

BEIJING STILL PUTS ECONOMIC PRIORITIES OVER ENVIRO POLICIES - REPORT: Though Beijing has taken major steps on environmental policy in recent years, the U.S. should still watch for the nation to place economic priorities above all else, writes Benjamin A. Shobert of the nonprofit National Bureau of Asian Research. Coming just days after President Barack Obama and Chinese President Xi Jinping announced a major new climate deal, Shobert writes that "China is likely to continue to resist adopting either energy or pollution standards that are perceived as restrictive to the country's conventional growth model." His paper is part of a series of essays being released by NBR today in its 2014 Energy Security Report, with other essays covering China's coal use, oil and gas security and policymaking process. Read: http://bit.ly/1zxb87Y

- The report will get a Capitol Hill launch today at 9 a.m. at the Reserve Officers Association. Former Director of National Intelligence Dennis Blair speaks. http://bit.ly/1xJ5u2k. And tomorrow Reps. Charles Boustany and Gene Green speak at an NBR event on exporting North American coal and gas to Asia. http://bit.ly/1qfLK6J

'MONSTER WELLS' USE HUGE AMOUNTS OF WATER - REPORT: Hundreds of 'monster wells' used to extract oil and gas have used between 10 million and 25 million gallons of water each, often in drought-stricken areas, according to a new report from the Environmental Working Group. Typical wells use two million to five million gallons of water, and EWG says that disparity knocks down industry arguments that its water use is small compared to other industries like agriculture. EWG recommends making oil and gas companies acquire water use permits for each well from state or local authorities. It also recommends replacing FracFocus with an EPA-run database. Read: http://bit.ly/1uGeWnl

ENERGY STORAGE CONSORTIUM SIGNS NEW AGREEMENT WITH STANFORD LAB: CalCharge, a consortium aimed at speeding up commercialization of new energy storage technologies, will announce today a cooperative agreement between member companies and the SLAC National Accelerator Laboratory at Stanford. The lab is home to a device that uses 'extremely bright x-rays to probe matter on the scale of atoms and molecules," the group says. CalCharge added that DOE's ARPA-E program will assign Susan Babinec, a senior commercialization adviser who deals with energy storage research, to be its liaison to the agency. CalCharge's members include Volkswagen, Hitachi, Duracell and LG.

GREEN SOUNDTRACK: The Hip Hop Caucus, with 350.org, NRDC, Sierra Club and Avaaz, will release an EP today featuring covers of environmentally-themed songs and original works. Common and Raheem DeVaughn headline the EP, which features four tracks. The full album, coming out Dec. 2 and titled "HOME (Heal Our Mother Earth)," also stars Malik Yusef, NE-YO, Elle Varner and Crystal Waters. The EP is free on iTunes for a week.

QUICK HITS

- The Forest Service will allow fracking to occur in parts of the George Washington National Forest. AP: http://apne.ws/1u4kwL1

- Pacificorp sues to stop the Interior Department from releasing information on bird deaths at its wind power facilities. AP: http://abcn.ws/1vl06Eg

- BP asks a federal judge to limit the maximum fines it will face over the Deepwater Horizon disaster to $12.6 billion, down from the $18 billion it could face. Times-Picayune: http://bit.ly/1wPuxOp

- Environmentalists say a Kentucky coal company submitted nearly identical pollution measurement reports to state regulators. New York Times: http://nyti.ms/1zycO0V

- SunEdison and TerraForm Power will buy Boston-based First Wind for $2.4 billion to enter the U.S. wind market. Reuters: http://reut.rs/11ePYzK

- The Ivanpah solar project is only producing about half of its expected annual output. AP: http://abcn.ws/1u2NJpU

THAT'S ALL FOR ME. See you tomorrow.

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==========

To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Tue 11/18/2014 7:39:41 PM
Subject: EV cost to drive 25 miles

Hi Dave;

Did you hear anything with regard to the question to Janet (DOE contractor) regarding how the EV calculation is made to arrive at the cost to drive 25 miles which is available on the fuel economy guide website?

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Good, David
Sent: Tue 11/18/2014 7:56:03 PM
Subject: RE: EV cost to drive 25 miles

Richard,

I sent Janet a reminder.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Tuesday, November 18, 2014 2:40 PM
To: Good, David
Subject: EV cost to drive 25 miles

Hi Dave;

Did you hear anything with regard to the question to Janet (DOE contractor) regarding how the EV calculation is made to arrive at the cost to drive 25 miles which is available on the fuel economy guide website?

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Giles, Michael (EEO)[michael.giles@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Rodgers, William (EEO)
Sent: Tue 11/18/2014 8:45:11 PM
Subject: OBD approvals

Jim,

Ex. 4 - CBI

What are your thoughts?

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Tue 11/18/2014 9:35:31 PM
Subject: DAILY: GM pickup production forecast boosted | Jeep Grand Cherokee, Dodge Durango output goes grayscale | Honda owners can request new airbags | Honda's Calif. garage will get Android rolling

Today's most read story
Shelby GT350 Mustang guns for Europe's performance cars

November 18, 2014

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TOP NEWS

GM pickup production forecast bumped up by 6% for 2015

UPDATED: 11/18/14 4:03 pm ET - adds details
3:37 pm U.S. ET | Nov 18

IHS Automotive raised its 2015 production forecast for General Motors' full-sized pickups by 6 percent over previous estimates -- betting that tamer gasoline prices will juice demand for GM's biggest money-maker and help blunt the threat from Ford's new aluminum-bodied truck. ... » READ

Jeep Grand Cherokee, Dodge Durango output goes grayscale for a few months

5:29 pm U.S. ET | Nov 17

Plans to upgrade a paint shop at a Chrysler Group factory in Detroit will leave the Jeep Grand Cherokee and Dodge Durango colorblind for a couple months. ... » READ

Honda owners can request new airbags even if their cars weren't recalled

12:35 pm U.S. ET | Nov 18

After recalling millions of vehicles over potentially life-threatening Takata airbag inflators, Honda said it will replace airbags, as appropriate, for concerned customers who were not subject to the recall. ... » READ

Takata quality assurance executive added to Senate hearing list

UPDATED: 11/18/14 1:44 pm ET - adds details
4:12 pm U.S. ET | Nov 17

A senior Takata quality assurance executive has been added to the list of witnesses to testify during Thursday's Senate committee hearing on the Takata airbag recalls. ... » READ

Takata airbag death linked by lawsuit to delay in Honda alert

3:34 pm U.S. ET | Nov 17

Honda's U.S. unit advised dealers not to contact customers about a potentially fatal defect because of a parts shortage, one week before shrapnel from an exploding airbag left a woman looking as if she had been killed with a knife, lawyers for her family said. ... » READ

Ford recalls 65,000 Fusion models on ignition key issues

9:17 am U.S. ET | Nov 18

Ford said today it is recalling about 65,000 Fusion sedans in North America because the key can be removed from the ignition even if the car is not in the "park" position 30 minutes after the ignition is off, the company said. ... » READ

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Former GM engineer at center of recall crisis says 'I did my job the best I could'

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Confessions of a price fixer
AutoNation plans mid-December rollout of digital storefront in Florida
Subaru to hit North America sales target ahead of plan

Viral video rankings for week of 11/18/14

Chevy focus groups confirm: Trucks are cool, make you handsome

12:01 am U.S. ET | Nov 18

Chevrolet enters our weekly viral video rankings by pandering to the basest instincts of its audience. ... » Watch the videos

VW Golf R wagon -- a first -- packs 296 hp

10:57 am U.S. ET | Nov 18

Toyota sees fuel cell car, priced at $57,500, gaining traction in small steps

8:00 pm U.S. ET | Nov 17

Technology training can help close a sale, AutoTrader.com says

10:39 am U.S. ET | Nov 18

Daimler, BMW cooperate on suppliers in Mexico

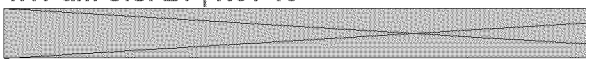
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» January 22 - Automotive News Retail Forum
» April 20 - PACE Awards
» May 12 - LA Marketing Seminar
» Sept. 23 - NY Marketing Seminar

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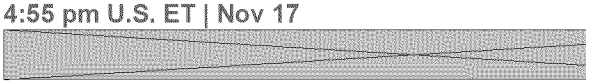
» Nov. 25 - Technology and People by TeleTech
» Dec. 3 - Automotive Ecosystems by Covisint
» Dec. 4 - Accessory Sales by Reynolds & Reynolds
» Dec. 9 - Luxury Automotive Shoppers

4:17 am U.S. ET | Nov 18



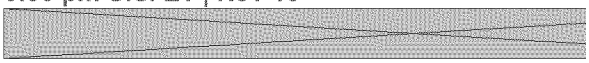
Harold Coker, founder of antique tire maker Coker Tire, dies at 84

4:55 pm U.S. ET | Nov 17



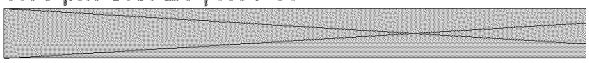
Supplier upheaval fueled price fixing

6:00 pm U.S. ET | Nov 16

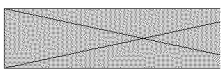


At 'bid meetings,' suppliers aimed to maintain one another's market share

6:00 pm U.S. ET | Nov 16



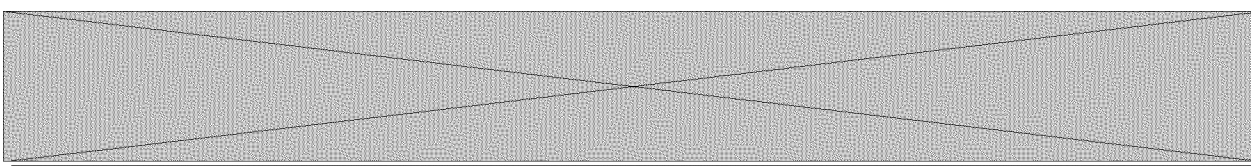
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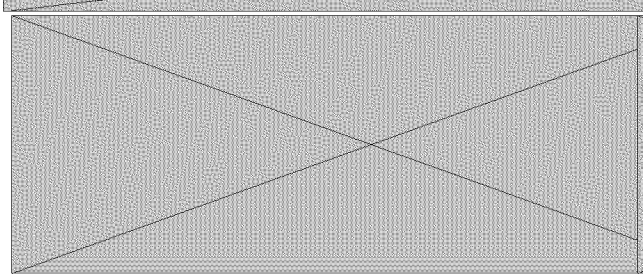


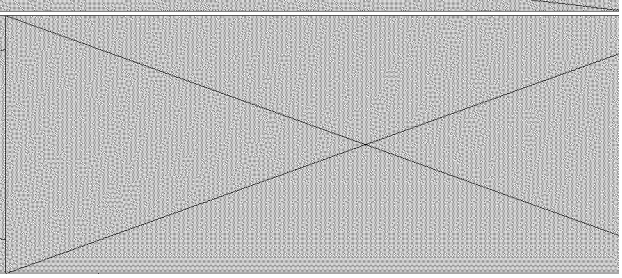
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To: richard.thomas@vw.com[richard.thomas@vw.com]
From: Good, David
Sent: Wed 11/19/2014 1:29:26 PM
Subject: FW: cost to drive 25 miles two screen shots

Richard,

See Janet Hopson's message.

Dave

From: Hopson, Janet L. [mailto:hopsonjl@ornl.gov]
Sent: Wednesday, November 19, 2014 8:15 AM
To: Good, David
Subject: RE: cost to drive 25 miles two screen shots

Rounding. All of the FAC code was updated last week in an effort to fix rounding issues so it shows .88.

That EV side-by-side page is about to be replaced. It is static so needed to be updated manually. Should be correct now.

From: Good, David [mailto:good.david@epa.gov]
Sent: Tuesday, November 18, 2014 2:55 PM
To: Hopson, Janet L.
Subject: FW: cost to drive 25 miles two screen shots

Janet,

Did you hear anything back from your programmers, yet.

[VW keeps asking.]

Dave

From: Hopson, Janet L. [mailto:hopsonjl@ornl.gov]
Sent: Thursday, October 23, 2014 1:15 PM
To: Good, David
Subject: RE: cost to drive 25 miles two screen shots

The Ford is an error – please thank Richard for bringing that issue to our attention. We will fix it. BTW – the compare EV sbs page is static, i.e. it is updated manually. It is about to be replaced with a page linking into Find and Compare Cars version of compare side-by-side.

The VW issue is rounding. If I calculate it by hand I too get $.88. I've reviewed the code and I don't see anything wrong with it. My java skills are limited - I'll have to get one of the programmers to look at it. A lot of trouble for a penny ;-)

From: Good, David [mailto:good.david@epa.gov]
Sent: Thursday, October 23, 2014 11:27 AM
To: Hopson, Janet L.
Subject: FW: cost to drive 25 miles two screen shots

Janet,

When you get a chance:

VW was asking how you calculated the cost to drive 25 miles for EVs.

For their e-Golf, they calculated $0.88 instead of $0.87 which is shown on the website. [They must be rounding differently.]

They pointed out a discrepancy in the 2014 Focus EV. The cost to drive 25 miles is shown as $0.81 on the "compare EVs side by side" site and shown as $0.96 on the "find-a-car" site. See attached screen shots.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Thursday, October 23, 2014 10:13 AM
To: Good, David
Subject: cost to drive 25 miles two screen shots

Hi Dave;

Here are the two views and the different values used for the 2014 Ford for the cost to drive 25 miles.

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

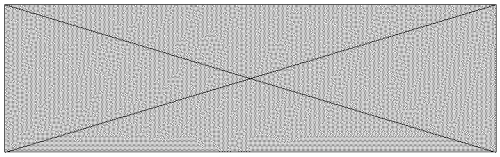
mailto: Richard.Thomas@VW.com

To: Bunker, Byron[bunker.byron@epa.gov]
From: Automotive News
Sent: Wed 11/19/2014 1:39:19 PM
Subject: A.M. NEWSCAST: Takata: Full recall could risk lives | Audi's future styling | Refreshed Explorer, 300 | Mazda's new baby

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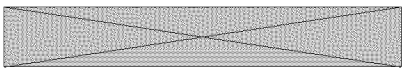
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To: Ex. 7 @vw.com]
Cc: Ex. 7 @vw.com]; Laroo, Chris[laroo.chris@epa.gov]; Snyder, Jim[Snyder.Jim@epa.gov]
From: Good, David
Sent: Wed 11/19/2014 4:25:15 PM
Subject: RE: Tier 3 1066 regs seem to require 48" single roll dynos - does VW still use twin 24" electric dynos?

Ex. 7

To request approval to use your twin roll 24" electric dynamometers under the provisions of in 40 CFR 1066.10(c) and 1065.10(c)(7) (instead of using 48" or larger electric dynamometers specified in 40 CFR 1066.210), you should provide the following information:

- Please provide comparison data for each of test cycle which you will be testing on the twin-roll dynamometers (e.g. FTP, hwy, US06, SC03, Cold FTP). This data should compare the twin roll results to the 48" single roll results for these test cycles.

- Data should be provided using a representative test fuel for the types of vehicles which you will be testing on the twin-roll dynamometers (e.g. Tier3 ULSD diesel fuel, E10 gasoline (LEV3 E10 or Tier 3 E10), E85, etc).

- The data should compare exhaust emission results for each constituent and fuel economy test results, including NMOG, CO, CO2, NOx, PM, HCHO, N2O, CH4 and fuel economy. Your comparison should address bag data.

- Data should be provided for the ETW range of vehicles which you will be testing on the twin-roll dynamometers.

Does VW intend use these dynamometers indefinitely, or will they be replaced in the not-too-distant future?

Dave

From: Ex. 7 @vw.com]
Sent: Friday, November 07, 2014 10:34 AM
To: Good, David

Cc: Ex. 7
Subject: RE: Tier 3 1066 regs seem to require 48" single roll dynos - does VW still use twin 24" electric dynos?

Hi Dave:

Hope all is well with you. We have exchanged some communications regarding the use of twin-roll dynos in the context of the requirement that §1066 specifies single 48-inch dynos as the standard. I have checked, and our colleagues at VWAG Wolfsburg still have some twin-roll dynamometers that they wish to use on a limited basis. In fact, we describe this in our certification preview letter, and state that we will follow-up with more details.

We plan to ask EPA to approve continued use of these dynamometers, and would appreciate some guidance regarding the type of information that EPA requires to make this decision. For example, would it be sufficient to show that under a specific test procedure, the twin-roll and single roll dynamometers yield equivalent emission results?

Any insight that you can provide would be appreciated.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: Ex. 7

Cell:

E-Mail:

From: Good, David [mailto:good.david@epa.gov]
Sent: Tuesday, July 29, 2014 7:34 PM
To: Ex. 7
Cc: Ex. 7
Subject: RE: Tier 3 1066 regs seem to require 48" single roll dynos - does VW still use twin 24" electric dynos?

Ex. 7

Thanks for checking on this for me.

I agree with you that although the Tier 3 Part 1066 regulations normally require single roll 48 inch diameter electric rolls, other dynamometers can be approved by EPA. So when the time comes, VW will need to request EPA approval to use your twin-roll 24 inch dynos under Part 1066.10(c) regulations.

I don't see any problems at this time----but the burden of proof will be on VW to demonstrate that your dynos are equivalent to single roll 48 inch diameter electric rolls.

Dave

From: Ex. 7 @vw.com]
Sent: Thursday, June 26, 2014 10:35 AM
To: Good, David
Cc: Ex. 7
Subject: RE: Tier 3 1066 regs seem to require 48" single roll dynos - does VW still use twin 24" electric dynos?

Hello Dave:

As you know, the VW Group has a number of test sites associated with the different brands. The Audi, Bentley and Lamborghini test sites use 48-inch dynamometers exclusively for emission certification. Volkswagen AG in Wolfsburg still has some smaller diameter twin-roll dynamometers.

I understand that during the rulemaking process (and beyond) the industry has discussed with EPA various aspects of the test procedures, including the specific reference to §1066.210 and the requirement regarding a minimum roll diameter of 120 cm. The use of twin-roll dynamometers was raised with EPA, and the EPA response from August 2012 was that the provisions of §1066.10(c) would apply to twin-roll dynamometers. I believe that Chris Laroo was the primary EPA contact for these discussions.

I also found the following when looking through the regulations; §1065.1(e) and §1066.1(f) include equipment specifications when identifying "procedures." From the regs:

Unless we specify otherwise, the terms ''procedures'' and ''test procedures'' in this part include all aspects of vehicle testing, including the equipment specifications, calibrations, calculations, and other protocols and procedural specifications needed to measure emissions.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone

Cell: (

E-Mai

Ex. 7

From: Good, David [mailto:good.david@epa.gov]
Sent: Friday, June 20, 2014 10:21 AM
To: Ex. 7
Subject: Tier 3 1066 regs seem to require 48" single roll dynos - does VW still use twin 24" electric dynos?

Ex. 7

I was reading some of the Tier 3 regulations, and 40 CFR 1066.210 that the electric dynos have a minimum roll diameter of 120 cm (47.2 inches). As you know, manufacturers are required to use Parts 1065 & 1066 regulations beginning with the 2022 model year (some parts earlier).

About 10 years ago or so, I thought VW was using some twin roll 24" electric dynos.

Please double check on this when you get a chance, to see if you are still using any dynamometers other than the 48" (or larger) single roll. If so, do you plan to phase them out (or perhaps request to use them under 1066.10 and 1066.15 regs)? [It's not clear to me that 1066.10 and 1066.15 cover other "equipment"----they seem to discuss special test procedures and alternate test procedures only.]

Thanks

To: Good, David[good.david@epa.gov]
From: Kata, Leonard (EEO)
Sent: Wed 11/19/2014 4:32:38 PM
Subject: RE: Tier 3 1066 regs seem to require 48" single roll dynos - does VW still use twin 24" electric dynos?

Hi Dave:

Thanks for the response. I will forward this information to Germany, along with your question concerning future plans.

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

From: Good, David [mailto:good.david@epa.gov]
Sent: Wednesday, November 19, 2014 11:25 AM
To: Kata, Leonard (EEO)
Cc: Sigelko, Jenny (EEO); Laroo, Chris; Snyder, Jim
Subject: RE: Tier 3 1066 regs seem to require 48" single roll dynos - does VW still use twin 24" electric dynos?

Len,

To request approval to use your twin roll 24" electric dynamometers under the provisions of in 40 CFR 1066.10(c) and 1065.10(c)(7) (instead of using 48" or larger electric dynamometers specified in 40 CFR 1066.210), you should provide the following information:

•□□□□□□ Please provide comparison data for each of test cycle which you will be testing on the twin-roll dynamometers (e.g. FTP, hwy, US06, SC03, Cold FTP). This data should compare the twin roll results to the 48" single roll results for these test cycles.

•□□□□□□ Data should be provided using a representative test fuel for the types of vehicles which you will be testing on the twin-roll dynamometers (e.g. Tier3 ULSD diesel fuel, E10 gasoline (LEV3 E10 or Tier 3 E10), E85, etc).

•□□□□□□ The data should compare exhaust emission results for each constituent and fuel economy test results, including NMOG, CO, CO2, NOx, PM, HCHO, N2O, CH4 and fuel economy. Your comparison should address bag data.

•□□□□□□ Data should be provided for the ETW range of vehicles which you will be testing on the twin-roll dynamometers.

Does VW intend use these dynamometers indefinitely, or will they be replaced in the not-too-distant future?

Dave

From: Kata, Leonard (EEO) [mailto:Leonard.Kata@vw.com]

Sent: Friday, November 07, 2014 10:34 AM
To: Good, David
Cc: Sigelko, Jenny (EEO)
Subject: RE: Tier 3 1066 regs seem to require 48" single roll dynos - does VW still use twin 24" electric dynos?

Hi Dave:

Hope all is well with you. We have exchanged some communications regarding the use of twin-roll dynos in the context of the requirement that §1066 specifies single 48-inch dynos as the standard. I have checked, and our colleagues at VWAG Wolfsburg still have some twin-roll dynamometers that they wish to use on a limited basis. In fact, we describe this in our certification preview letter, and state that we will follow-up with more details.

We plan to ask EPA to approve continued use of these dynamometers, and would appreciate some guidance regarding the type of information that EPA requires to make this decision. For example, would it be sufficient to show that under a specific test procedure, the twin-roll and single roll dynamometers yield equivalent emission results?

Any insight that you can provide would be appreciated.

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

From: Good, David [mailto:good.david@epa.gov]
Sent: Tuesday, July 29, 2014 7:34 PM
To: Kata, Leonard (EEO)
Cc: Sigelko, Jenny (EEO); Johnson, Stuart (EEO); Schmidt, Oliver (EEO)
Subject: RE: Tier 3 1066 regs seem to require 48" single roll dynos - does VW still use twin 24" electric dynos?

Len,

Thanks for checking on this for me.

I agree with you that although the Tier 3 Part 1066 regulations normally require single roll 48 inch diameter electric rolls, other dynamometers can be approved by EPA. So when the time comes, VW will need to request EPA approval to use your twin-roll 24 inch dynos under Part 1066.10(c) regulations.

I don't see any problems at this time----but the burden of proof will be on VW to demonstrate that your dynos are equivalent to single roll 48 inch diameter electric rolls.

Dave

From: Kata, Leonard (EEO) [mailto:Leonard.Kata@vw.com]
Sent: Thursday, June 26, 2014 10:35 AM
To: Good, David
Cc: Sigelko, Jenny (EEO); Johnson, Stuart (EEO); Schmidt, Oliver (EEO)
Subject: RE: Tier 3 1066 regs seem to require 48" single roll dynos - does VW still use twin 24" electric dynos?

Hello Dave:

As you know, the VW Group has a number of test sites associated with the different brands. The Audi, Bentley and Lamborghini test sites use 48-inch dynamometers exclusively for emission certification. Volkswagen AG in Wolfsburg still has some smaller diameter twin-roll dynamometers.

I understand that during the rulemaking process (and beyond) the industry has discussed with EPA various aspects of the test procedures, including the specific reference to §1066.210 and the requirement regarding a minimum roll diameter of 120 cm. The use of twin-roll dynamometers was raised with EPA, and the EPA response from August 2012 was that the provisions of §1066.10(c) would apply to twin-roll dynamometers. I believe that Chris Laroo was the primary EPA contact for these discussions.

I also found the following when looking through the regulations; §1065.1(e) and §1066.1(f) include equipment specifications when identifying "procedures." From the regs:

Unless we specify otherwise, the terms ''procedures'' and ''test procedures'' in this part include all aspects of vehicle testing, including the equipment specifications, calibrations, calculations, and other protocols and procedural specifications needed to measure emissions.

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

From: Good, David [mailto:good.david@epa.gov]
Sent: Friday, June 20, 2014 10:21 AM
To: Kata, Leonard (EEO)
Subject: Tier 3 1066 regs seem to require 48" single roll dynos - does VW still use twin 24" electric dynos?

Len,

I was reading some of the Tier 3 regulations, and 40 CFR 1066.210 that the electric dynos have a minimum roll diameter of 120 cm (47.2 inches). As you know, manufacturers are required to use Parts 1065 & 1066 regulations beginning with the 2022 model year (some parts earlier).

About 10 years ago or so, I thought VW was using some twin roll 24" electric dynos.

Please double check on this when you get a chance, to see if you are still using any dynamometers other than the 48" (or larger) single roll. If so, do you plan to phase them out (or perhaps request to use them under 1066.10 and 1066.15 regs)? [It's not clear to me that 1066.10 and 1066.15 cover other "equipment"----they seem to discuss special test procedures and alternate test procedures only.]

Thanks

From: Snyder, Jim
Required Attendees: Wehrly, Linc; Wright, DavidA; Ott, William; Anderson, Tom; Ball, Joel; Dalton, Joel; Pidgeon, Bill; Kata, Leonard (EEO)
Location: AA-Room-Office-C35-ConfRoom/AA-OTAQ-OFFICE
Importance: Normal
Subject: 2016 VW Group Pre-Cert Mtg (NOT tentative, CONFIRMED)
Start Date/Time: Thur 11/20/2014 6:00:00 PM
End Date/Time: Thur 11/20/2014 8:00:00 PM
pre cert letter.pdf

I am back in town. Meeting is a go.

Mtg handout attached below:

Assuming I'm back from trip by then.

From: Snyder, Jim
Required Attendees: Wehrly, Linc; Wright, DavidA; Ott, William; Anderson, Tom; Ball, Joel; Dalton, Joel; Pidgeon, Bill; Ex. 7
Location: AA-Room-Office-C35-ConfRoom/AA-OTAQ-OFFICE
Importance: Normal
Subject: 2016 VW Group Pre-Cert Mtg (NOT tentative, CONFIRMED)
Start Date/Time: Thur 11/20/2014 6:00:00 PM
End Date/Time: Thur 11/20/2014 8:00:00 PM
pre cert letter.pdf

When: Thursday, November 20, 2014 1:00 PM-3:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: AA-Room-Office-C35-ConfRoom/AA-OTAQ-OFFICE

Note: The GMT offset above does not reflect daylight saving time adjustments.

~~*~*~*~*~*~*~*~*~*

I am back in town. Meeting is a go.

Mtg handout attached below:

Assuming I'm back from trip by then.

To: Good, David[good.david@epa.gov]
Cc: Kata, Leonard (EEO)[Leonard.Kata@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]; Rodgers, William (EEO)[William.Rodgers@vw.com]
From: Thomas, Richard (EEO)
Sent: Wed 11/19/2014 6:48:25 PM
Subject: RE: cost to drive 25 miles two screen shots

Thank you Dave. I am surprised that after all her effort she didn't describe the formulas and number of places used to determine the cost per 25 mile value on the website. This was not only a penny difference for Electric vehicles but it was also a problem for calculating a gasoline/Diesel fueled or Hybrid models on the site. In some cases the delta was more than a single penny for conventional vehicles too.

From the website you can determine the unit price of fuel used for conventional vehicles and the rounded whole combined MPG is available. The unit price is divided by the combined MPG value (result is unrounded four places), then multiplied by 15,000 miles to arrive at the unrounded annual fuel cost. The unrounded annual fuel cost is then divided by 15,000 miles then multiplied by 25 to arrive at the cost to drive 25 miles value. This value now ASTM rounds to the exact penny posted.

However, I discovered that there is not enough information on the website to calculate this cost per 25 mile value for electric vehicles. That is why I originally asked the questions. For electric vehicles the unrounded annual fuel costs are used but that value is derived from the unrounded kW-hr/100 mi value and the $0.12 cost per kW-hr to arrive at the calculated unrounded adjusted combined miles/kW-hr value times the 15,000 mile figure. When this unrounded annual fuel cost is used divided by 15,000 miles then multiplied by 25 you get the exact number I calculated a few weeks ago for the e-Golf at $0.88.

I guess if EPA is happy with what the DOE contractor does, then we have no problem with it at the moment. I'm not going to try and explain this calculation to our advertising/marketing types as long as I am able to check our own brands and models for accuracy.

Thanks,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Wednesday, November 19, 2014 8:29 AM
To: Thomas, Richard (EEO)
Subject: FW: cost to drive 25 miles two screen shots

Richard,

See Janet Hopson's message.

Dave

From: Hopson, Janet L. [mailto:hopsonjl@ornl.gov]
Sent: Wednesday, November 19, 2014 8:15 AM
To: Good, David
Subject: RE: cost to drive 25 miles two screen shots

Rounding. All of the FAC code was updated last week in an effort to fix rounding issues so it shows .88.

That EV side-by-side page is about to be replaced. It is static so needed to be updated manually. Should be correct now.

From: Good, David [mailto:good.david@epa.gov]
Sent: Tuesday, November 18, 2014 2:55 PM
To: Hopson, Janet L.
Subject: FW: cost to drive 25 miles two screen shots

Janet,

Did you hear anything back from your programmers, yet.

[VW keeps asking.]

Dave

From: Hopson, Janet L. [mailto:hopsonjl@ornl.gov]
Sent: Thursday, October 23, 2014 1:15 PM
To: Good, David
Subject: RE: cost to drive 25 miles two screen shots

The Ford is an error – please thank Richard for bringing that issue to our attention. We will fix it. BTW – the compare EV sbs page is static, i.e. it is updated manually. It is about to be replaced with a page linking into Find and Compare Cars version of compare side-by-side.

The VW issue is rounding. If I calculate it by hand I too get $.88. I've reviewed the code and I don't see anything wrong with it. My java skills are limited - I'll have to get one of the programmers to look at it. A lot of trouble for a penny ;-)

From: Good, David [mailto:good.david@epa.gov]
Sent: Thursday, October 23, 2014 11:27 AM
To: Hopson, Janet L.
Subject: FW: cost to drive 25 miles two screen shots

Janet,

When you get a chance:

VW was asking how you calculated the cost to drive 25 miles for EVs.

For their e-Golf, they calculated $0.88 instead of $0.87 which is shown on the website. [They must be rounding differently.]

They pointed out a discrepancy in the 2014 Focus EV. The cost to drive 25 miles is shown as $0.81 on the "compare EVs side by side" site and shown as $0.96 on the "find-a-car" site. See attached screen shots.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Thursday, October 23, 2014 10:13 AM
To: Good, David
Subject: cost to drive 25 miles two screen shots

Hi Dave;

Here are the two views and the different values used for the 2014 Ford for the cost to drive 25 miles.

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]
From: Allen, Gregory (EEO)
Sent: Wed 11/19/2014 7:45:05 PM
Subject: VW Group - Ex. 4 - CBI

Hello Jim,

Ex. 4 - CBI

Please let me know if you have any questions / concerns with this.

Thanks Jim.

Regards,

Greg Allen

VWGoA EEO

(248)754-4209

To: Rodgers, William (EEO)[William.Rodgers@vw.com]
From: Snyder, Jim
Sent: Wed 11/19/2014 7:55:44 PM
Subject: RE: Audi Diesel

Yes I'll send them a reminder.

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Tuesday, November 18, 2014 7:26 AM
To: Snyder, Jim
Cc: Allen, Gregory (EEO); Giles, Michael (EEO)
Subject: RE: Audi Diesel

HI Jim,

Can you follow up with the lab on our fuel properties request?

Thanks,

Bill Rodgers

VWGoA EEO

(248) 754-4219

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Wednesday, November 12, 2014 1:33 PM
To: Rodgers, William (EEO)
Cc: Mazaitis, Vincent
Subject: RE: Audi Diesel

I've talked to the lab and they are looking into it.

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Tuesday, November 11, 2014 8:30 AM
To: Snyder, Jim
Cc: Mazaitis, Vincent
Subject: Audi Diesel

Hello Jim,

I've been asked to provide our Engineering group with the fuel properties for the diesel fuel that your lab used during the failed tests of VID GNU4_CAQ on Oct 29th and Nov 6th?

Let me know if you need fuel batch information from the test reports, although we only received the test reports in Verify for the Oct 29th tests.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Rodgers, William (EEO)[William.Rodgers@vw.com]
Cc: Giles, Michael (EEO)[michael.giles@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Snyder, Jim
Sent: Wed 11/19/2014 10:56:31 PM
Subject: RE: OBD approvals

Though we do require a copy of the OBD Approval letter for Certification, it isn't currently req'd to be in the application. I do highly recommend having the OBD approval letter included in the Part 1 as it speeds up the review process. Your proposal is acceptable as long as you submit the OBD approval letter as a document into Verify.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Tuesday, November 18, 2014 3:45 PM
To: Snyder, Jim
Cc: Giles, Michael (EEO); Allen, Gregory (EEO)
Subject: OBD approvals

Jim,

We have historically included OBD approval letters (typically signed by ARB) in each Initial test group Application for certification. In the case were our OBD approval is running longer than anticipated, is it acceptable if we submitted the Initial test group application to Verify for your review prior to final OBD approval in order to make the best use of the wait time.

If so, we propose that after the OBD approval letter is received, we would then submit the Certification Request to Verify with the answer "yes" given to the OBD approval question. We further propose that in such cases the OBD approval letter would be included in the subsequent Application Update.

What are your thoughts?

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: JIM
Sent: Thur 11/20/2014 3:55:01 AM
Subject: Fwd: Re: Fried Model C
DSC02355 (Large).JPG
DSC02353 (Large).JPG

-------- Original Message --------
Subject: Re: Fried Model C
Date: Wed, 19 Nov 2014 22:54:21 -0500
From:JIM
<Ex. 6
To: Brian Nao
Ex. 6

I attached a pic of a C3 with a Peerless woofer installed.

On 11/19/2014 10:17 PM, Brian Nao wrote:

Ok. **Ex. 6** at 11:15a. I'll see you there

Sent from my iPhone

On Nov 19, 2014, at 9:52 PM, JIM <**Ex. 6** wrote:

Well easiest for me is to meet at the **Ex. 6** -unless you want to pick me up then I'm open for anywhere so long as back before 12:45. Link up 11:15?
Ex. 6

On 11/19/2014 8:28 PM, Brian Nao wrote:

Where do you like to eat? I can pick you up or meet you there.

Sent from my iPhone

On Nov 19, 2014, at 8:07 PM, JIM <**Ex. 6** wrote:

That helps. I have a 1:00-3:00 mtg w/VW. I have to be back at least 15 minutes beforehand since I'm chairing but I'm open the rest of the day. Do you want to meet somewhere or meet at my place?

Here's my cell # **Ex. 6**

On 11/19/2014 1:19 AM, Brian Nao wrote:

I am off Thursday. Are you free for lunch?

Sent from my iPhone

On Nov 19, 2014, at 12:53 AM, JIM <Ex. 6> wrote:

I am home from trip but its late so I'm not risking loading the speakers tonite. I can bring them to work Thursday and either meet you somewhere during the day or drop them off at Jim's I wasn't planning to stay there though since I don;t know what Jim is doing. I could leave a bit early and be at Jim's by 5:30 if that helped. Are you by chance near Plymouth rd during the day?
Jim

On 11/17/2014 3:25 PM, Brian Nao wrote:

If you go to Jim's Thursday night, what time would you be there? I am supposed to go to a basketball game at 6pm and a woodworking club after that.
Brian

On Nov 16, 2014, at 10:02 PM, JIM <Ex. 6> wrote:

I printed them out while testing and will make copies and give you the originals w/ the speakers.

On 11/16/2014 9:28 PM, Brian Nao wrote:

Can you print out the response curves. I would be interested in seeing them. Not a big deal if you can't.

Sent from my iPhone

On Nov 16, 2014, at 8:01 PM, JIM <Ex. 6> wrote:

I wished you had told me that, i would have paid more attention. I didn't think the other way (i

guess the as built way) looked any better so I don't recall listening to it much after I measured it. Because the woofer shifts phase through that region it, reversing just changes the freq range of the cancellation dip but its about the same amount. The graphs look a bit better with the way you gave them to me and I think a dip is less noticeable at the higher freqs. Vocals are very sensitive to the region below 3K. So it is back to way I received them.

OTOH. the Peerless woofer might be better with it reversed. Didn't think to try it. I have some nice Focal and Scan-Speak tweeters. Might be interesting to duplicate that Xover and see what I can do with them with the Peerless woofers.

On 11/16/2014 6:33 PM, Brian Nao wrote:

> I gave you the speakers with the tweeter polarity reversed from when they were at Earl's. Which way do you prefer?
>
> Sent from my iPhone
>
> On Nov 16, 2014, at 6:16 PM, JIM <[redacted] Ex. 6 wrote:
>
> > Okay I get my test rig set up yesterday. I did some measurements as well as some listening. The plots for the Kef Q15s and your Model C3s both looked similar to Earl's measurements. Funny thing was when I listened to them. The Kefs sounded a bit boxy and colored compared to the C3s. Same thing when I compared the Celestions I have. Only the Tall JBLs and an old Fried Model Q sounded as natural. These are all decent speakers that measure well but I guess the simple freq response measurements don't tell you everything.

I saw that broad shallow dip in my measurements too. I tried reversing polarity and it filled in the dip but created an even bigger one at a lower freq. I then measured w the woofer disconnected and then with tweeter off to see their individual responses. My conclusion is the dip is due to the drivers being out of phase with each other through a narrow freq range. Changing polarity of one just changes which regions are in cancellation, With a typical Xover I could try to compensate but with a 1st order series every component and driver are interrelated. Can be down but not simple. I'm not sure its worth either since they already sound good or better than speaker that measure better.

I studied your Xover schematic and the photo of actual unit. Your wiring looks correct and both samples measure within a db of each other.

While i had the woofer out I installed one of those Peerless that I have. I was surprised how similar it sounded! The dip moved about 1k up the scale but otherwise the same response. Didn't even have to adjust the amplitude level. I can tell them apart but I couldn't say you which was better, the difference was too minor. Part of that is due to the forgiving nature of series Xovers and transmission lines but also that they were probably both designed to similar requirements.

On 11/14/2014 5:19 PM, Ex. 6 wrote:

I just realized, are you talking

about home wiring? 12 gauge for that seems to make sense if he plans to use 20 amp plugs. The other thing that may or may not be useful is hospital grade outlets. Normally I wouldn't suggest them as they are pricey but I think Tom Green may deal with that stuff

Sent from XFINITY Connect Mobile App

------ Original Message ------

From: JIM
To: Brian Nao
Sent: November 14, 2014 at 4:31 PM
Subject: Re: Fried Model C

You like electronics, ever work with the thick stuff? 12 gauge. I know Jim plans to do wiring himself. I listened to the speakers last night. Sounded fine casually but didn't have a chance to do and comparisons. Was setting up to balance snow tires for this afternoon. I'll do some listening when I go in the shop now.

On 11/14/2014 3:01 PM, **Ex. 6** wrote:

If you ever need help, just ask. I just need a little warning

Sent from XFINITY Connect Mobile App

------ Original Message ------

From: JIM
To: Brian Nao
Sent: November 13, 2014 at 11:42 PM
Subject: Re: Fried Model C

Not yet. Has a cement guy for the foundation and a carpenter crew for the framing, walls, roof... He'll do the wiring, insulation, lighting after its weathertight.

On 11/13/2014 9:55 PM, **Ex. 6** wrote:

Yeah, it would be interesting to see how it compares to the Kef knowing how flat they are. Is Jim doing the work himself?

Sent from XFINITY Connect Mobile App

Original Message ---

From:
JIM
To:
Brian
Nao
Sent:
November 13, 2014 at 9:52 PM
Subject:
Re: Fried Model C

I'll definitely listen to them and compare to the KEFs. And bring them to AA next week when I get back.

Ex. 6

Lean to on the back wall. Foundation is done, may start framing this w/e or next week. -Jim On 11/13/2014 9:19 PM, **Ex. 6** wrote:

> That's fine. I will probably need to get them from you in Ann Arbor. If you don't have time to measure them, just

listen to them and tell me what you think. Thanks again. Brian

Sent from XFINITY Connect Mobile App

Original Message ------

From: JIM
To: Brian Nao
Sent: November 13, 2014 at 9:16 PM
Subject: Re: Fried Model C

Sorry I haven't got to

them.
I've
just
been
too
busy
getting
things
done
before
winter.

I
think
I
may
finally
have
time
Saturday.
I
got
the
shop
sorted
out
now
and
my
snow
tires
mounted.
i
can
put
away
the
tire
machine
and
now
have
room
for
the
testing
setup.
I'll
be
out
of
town
Monday
and

be
back
by
wednesday.
So
I
could
bring
them
to
Ann
Arbor
or
Jim's
on
Thursday.
Is
that
soon
enough?
Otherwise
I'd
have
to
bring
them
tomorrow.

-
Jim
On
11/13/2014
9:51
AM,
Brian
Nao
wrote:

> Hey
> Jim,
> If
> you
> haven't
> had
> time
> to

check
those
speakers
out,
it
is
ok.
I
might
just
get
them
back
from
you
for
now
and
try
to
set
up
my
system
for
Thanksgiving.
Thanks
either
way.

Brian

On
Oct
29,
2014,
at
8:55
PM,
JIM
<Ex. 6
wrote:

Hi
Brian,
no
I've

been delayed by fall outdoor projects. I haven't even had a chance to make enough room in the shop to set them up for testing. Hopefully I'll have some time this w/e.

On 10/29/2014 4:43 AM, Brian Nao wrote:

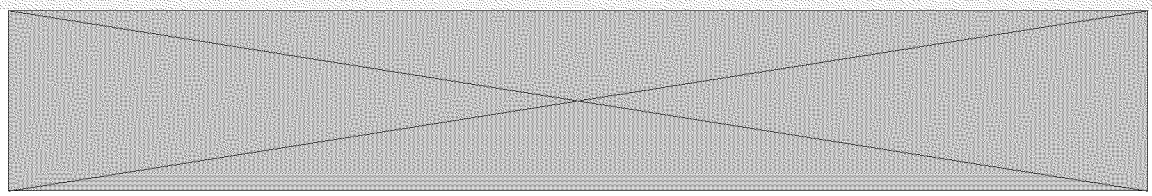
> Hi Jim,
>
> Just wondering if you had a chance to listen or test the

Fried
Model
C3/L
yet
and,
if
so,
what
are
your
thoughts.
No
rush.

Brian

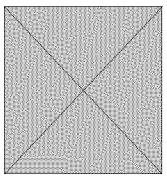
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Thur 11/20/2014 5:08:43 PM
Subject: Green Car Report Daily Headlines

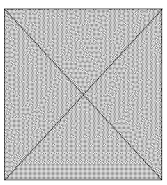
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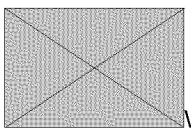
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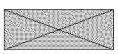
2016 Chevy Volt Teased, 2016 Honda HR-V Details, Audi A7 Fuel-Cell Plug-In Car: Today's Car News

Nov 20, 2014 04:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 We have staff on site at the 2014 Los Angeles Auto Show to bring you the latest green-car news, including more details on the 2016 Chevrolet Volt, the 2016 Honda HR-V, and the Audi A7 h-tron quattro, which combines elements of hydrogen fuel-cell and plug-in hybrid powertrains. All this and more on Green Car Reports. Combining hydrogen fuel cells...

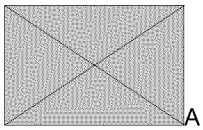
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2016 Chevy Volt: Front Styling Teaser Photos, Charging Details Released

Nov 20, 2014 03:05 pm | feedback@highgearmedia.com (John Voelcker)

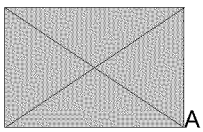
 A bit more of the styling of the all-new 2016 Chevrolet Volt has been revealed, in photos that Chevy released from a sneak preview of the car last night for current Volt owners in Los Angeles. The range-extended electric car will be revealed in its entirety at the

Detroit Auto Show in January, but now the world can see what the car will look like...

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2016 Chevy Colorado Diesel: Specs And ZR2 Off-Road Concept From 2014 LA Auto Show

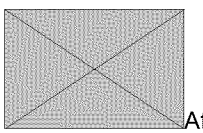
Nov 20, 2014 02:00 am | feedback@highgearmedia.com (Stephen Edelstein)

 A diesel pickup truck may seem like a fairly utilitarian vehicle, but Chevrolet has a new concept that aims to show diesel's prowess at play, as well as work. The Chevrolet Colorado ZR2 concept was unveiled at the 2014 Los Angeles Auto Show as an off-roading offshoot of the Colorado mid-size pickup truck that could morph into a new model. DON'T...

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Scion iM Concept Previews New Compact Five-Door Hatchback

Nov 20, 2014 01:03 am | feedback@highgearmedia.com (Stephen Edelstein)

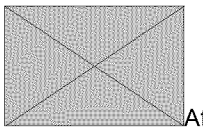
 After a couple of teases, Scion finally unveiled a concept car that's in reality a thinly-disguised version of its first new mainstream production model in several years. Toyota's "youth" brand is in need of reinvigoration, and the Scion iM concept that debuted today at the 2014 Los Angeles Auto Show is supposed to help with that. MORE: Scion iM...

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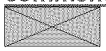
2016 Honda HR-V: Live Photos And Details From 2014 LA Auto Show

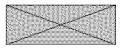
Nov 20, 2014 12:20 am | feedback@highgearmedia.com

(Stephen Edelstein)

 After a preview earlier this year, the 2016 Honda HR-V was unveiled in final U.S.-spec form at the 2014 Los Angeles Auto Show. Known as the Vezel in other markets, the HR-V is based on the Honda Fit and is set to rival the likes of the Nissan Juke in the burgeoning small-crossover segment. RELATED: 2015 Honda Fit Gas Mileage: True 40-MPG...

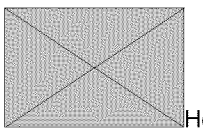
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Honda To Loan First Element $14 Million For Hydrogen Fueling Stations

Nov 19, 2014 11:15 pm | feedback@highgearmedia.com (John Voelcker)

 Honda announced today at the Los Angeles Auto Show that it will loan almost $14 million to hydrogen station provider First Element Fuels to help it build an additional 12 fueling stations in California for upcoming hydrogen fuel-cell cars. The $13.8 million loan will be combined with grants from the state of California to fund the new stations...

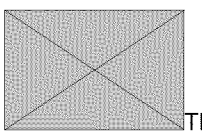
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Coda Electric Car Returns From Dead As Mullen 700e At LA Auto Show

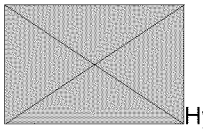
Nov 19, 2014 09:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 The Coda Sedan electric car didn't make much of an impression the first time around, but now it's back. Set to debut this week at the 2014 Los Angeles Auto Show, the Mullen 700e is a virtually unchanged version of the troubled Coda. RELATED: 2012 Coda Sedan: First Drive The Mullen Motor Company--which in the past tried to market an electric sports...

comments | read more

Audi A7 h-tron quattro 'Performance' Fuel-Cell Plug-In Car Unveiled At 2014 LA Auto Show

Nov 19, 2014 07:13 pm | feedback@highgearmedia.com (Stephen Edelstein)



Hydrogen fuel-cell cars are only barely starting to enter showrooms, and at this early stage issues like cost and fueling infrastructure have taken precedent over more frivolous concerns. Like, for example, performance. ALSO SEE: 2016 Toyota Mirai Name For Fuel-Cell Sedan; Hydrogen Station Funds Coming For Northeast (Video) That's where the Audi...

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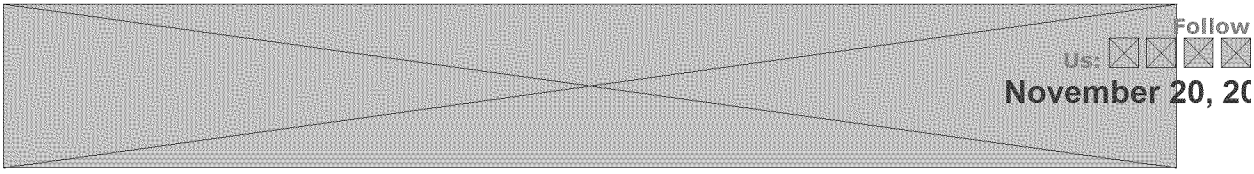
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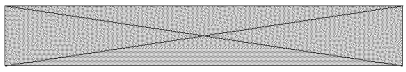
To: Bunker, Byron[bunker.byron@epa.gov]
From: Automotive News
Sent: Thur 11/20/2014 5:20:53 PM
Subject: VIDEO: How 3 dealerships are connecting with tech-savvy shoppers

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How 3 dealerships are connecting with tech-savvy shoppers

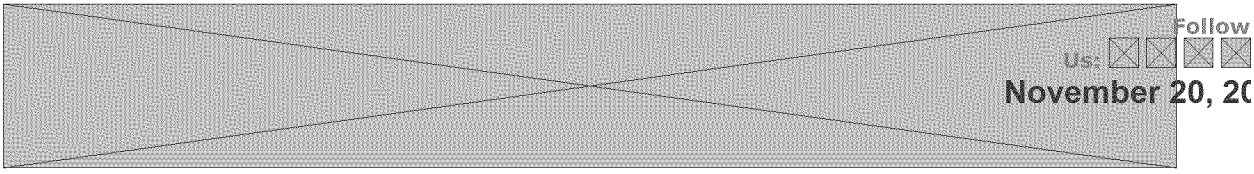
Three dealers have found ways to forge bonds with car shoppers who are short on time and long on Web smarts. A Honda store has mobilized a young sales team hired from Starbucks and Best Buy. A Mercedes store has a special "honeymoon" tool kit for boosting online ratings. And a photo-friendly Audi store is snapping its way to more Internet leads.



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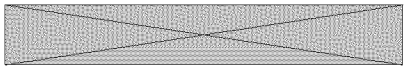
To: Wehrly, Linc[wehrly.linc@epa.gov]
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Subject: VIDEO: How 3 dealerships are connecting with tech-savvy shoppers

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How 3 dealerships are connecting with tech-savvy shoppers

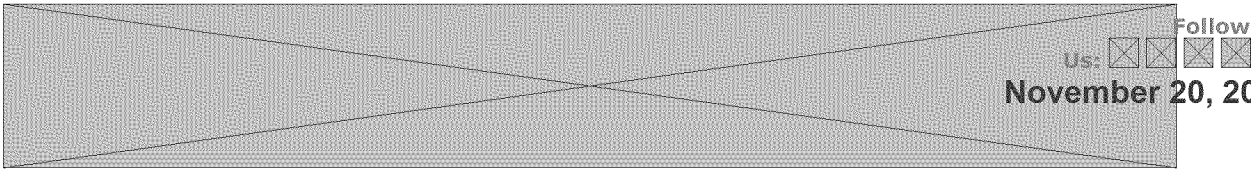
Three dealers have found ways to forge bonds with car shoppers who are short on time and long on Web smarts. A Honda store has mobilized a young sales team hired from Starbucks and Best Buy. A Mercedes store has a special "honeymoon" tool kit for boosting online ratings. And a photo-friendly Audi store is snapping its way to more Internet leads.



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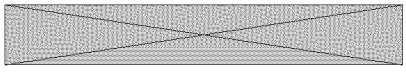
To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Thur 11/20/2014 5:21:53 PM
Subject: VIDEO: How 3 dealerships are connecting with tech-savvy shoppers

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How 3 dealerships are connecting with tech-savvy shoppers

Three dealers have found ways to forge bonds with car shoppers who are short on time and long on Web smarts. A Honda store has mobilized a young sales team hired from Starbucks and Best Buy. A Mercedes store has a special "honeymoon" tool kit for boosting online ratings. And a photo-friendly Audi store is snapping its way to more Internet leads.



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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Thur 11/20/2014 10:06:39 PM
Subject: DAILY: GM shuffles top execs for quality, purchasing, powertrain | Nissan Juke gets Jukier | 3 minivans perform poorly in new crash tests | Ghosn sets the record straight

Today's most read story
Cadillac chief envisions $250,000 flagship car -- in 2029

November 20, 2014

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TOP NEWS

GM shuffles top execs for quality, purchasing, powertrain

4:30 pm U.S. ET | Nov 20

GM today said Grace Lieblein will replace Alicia Boler-Davis as head of global quality as it nears the end of a year in which it set a new record for recalling vehicles.

... » READ

Nissan Juke gets a little Jukier, adds features

1:30 pm U.S. ET | Nov 20

Nissan, surprised that one of its most polarizing cars has become one of its most successful, is turning up the Juke-iness of its Juke subcompact for 2015. ...
» READ

Toyota Sienna fares well in new crash test; 3 other minivans perform poorly

UPDATED: 11/20/14 2:00 pm ET - Chrysler statement added

7:09 am U.S. ET | Nov 20

In a front overlap crash safety tests of four minivans sold in the United States, only the latest model of the Toyota Sienna scored well, the Insurance Institute for Highway Safety said today. ... » READ

Honda admits failures in Takata airbag fiasco

2:36 pm U.S. ET | Nov 20

A Honda executive told Congress today that the company failed to properly notify federal regulators of some crashes in which airbags made by Takata exploded and to clearly warn customers of the danger some vehicles could pose. ... » READ

GM approves Opel SUV and engine investments in Germany, Poland

10:22 am U.S. ET | Nov 20

GM CEO Mary Barra said today Opel will add a flagship SUV to its lineup. The model will launch by the end of the decade. GM will also invest more than $627 million in the production of new engines and transmissions in Germany and Poland. ... » READ

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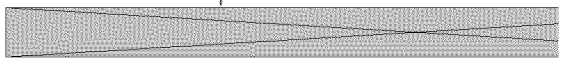
500X will help Fiat in U.S. where it snows

12:01 am U.S. ET | Nov 20



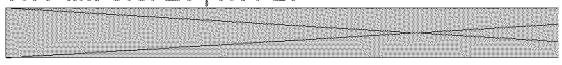
Volkswagen won't advertise during 2015 Super Bowl

11:41 am U.S. ET | Nov 20



Takata airbag plant in Mexico with troubled past at center of probe

9:07 am U.S. ET | Nov 20



Millions of cars need airbag fix as Senate grills auto industry

6:37 am U.S. ET | Nov 20

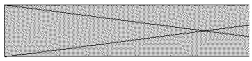


U.S. lawmakers plan bill to encourage auto employees to report faulty parts

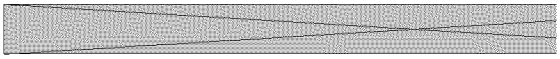
10:25 am U.S. ET | Nov 20



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» January 13-14 - Automotive News World Congress
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» April 20 - PACE Awards
» May 12 - LA Marketing Seminar
» Sept. 23 - NY Marketing Seminar

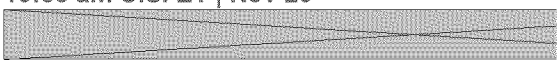


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by TeleTech
» Dec. 3 - Automotive Ecosystems
by Covisint
» Dec. 4 - Accessory Sales
by Reynolds & Reynolds



NHTSA's decision to decline Takata documents spurs criticism

10:53 am U.S. ET | Nov 20



NHTSA tells Marchionne to speed up Jeep recall fix

1:58 pm U.S. ET | Nov 20



Obama nominates NTSB's Mark Rosekind to lead NHTSA

5:30 pm U.S. ET | Nov 19



VW embraces hydrogen with Golf SportWagen HyMotion

5:23 pm U.S. ET | Nov 19



GM sued by Arizona on claims it hid safety defects

UPDATED: 11/20/14 4:08 pm ET - adds GM statement

6:59 am U.S. ET | Nov 20



Chevy Colorado, in ZR2 gear, is ready to hit the rocky trails

7:30 pm U.S. ET | Nov 19



Cadillac chief envisions $250,000 flagship car -- in 2029

10:45 pm U.S. ET | Nov 19



Cadillac will report its own financial results, de Nysschen says

5:59 pm U.S. ET | Nov 19



GM names Stephen Carlisle to head Canada unit

3:51 pm U.S. ET | Nov 20

TRW shareholders approve $13.5 billion takeover by ZF

7:21 am U.S. ET | Nov 20

» Dec. 9 - Luxury Automotive Shoppers
by Microsoft

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» January 22 - Automotive News Retail Forum

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» May 12 - LA Marketing Seminar

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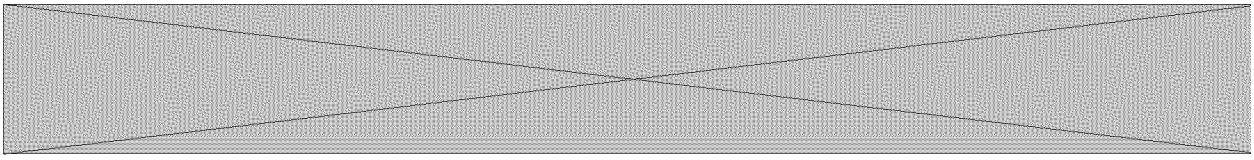
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by Covisint

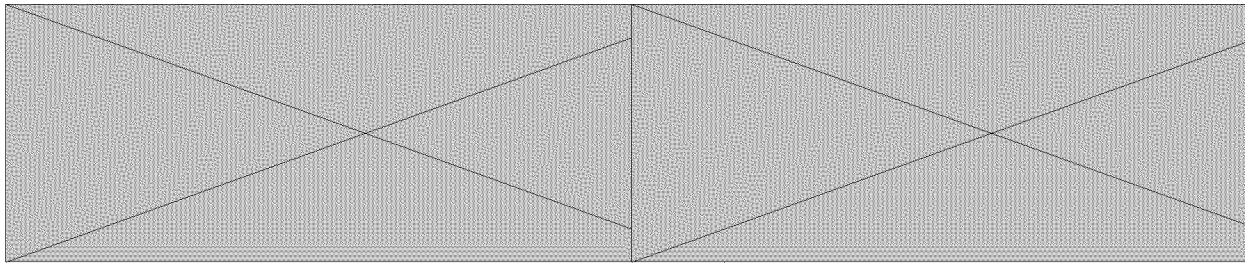
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by Microsoft

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» December 17 - F&I Trends to Watch in 2015





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To: Pidgeon, Bill[pidgeon.bill@epa.gov]
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Subject: SAE Update | 2014 December | Leadership skills, adaptive thinking the talk at 2014 ComVEC

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and Stanc Divis U.S. Envii Prote Agen (EPA have been annoi as keyn speak at the SAE 2014 Light Duty Emis Conti Symp to be held Dec. 9-10 in Troy, MI.

FCA Marc name 2015 Indu Lead hono

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that it will hono Sergi Marc with its Indus Lead Awar at a celeb event on May 19, 2015, at the Masc Temp in Detrc MI.

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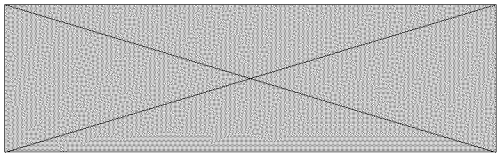
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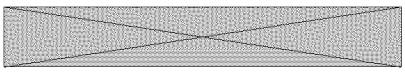
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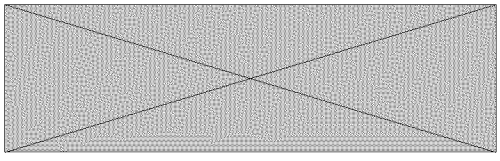
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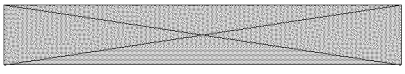
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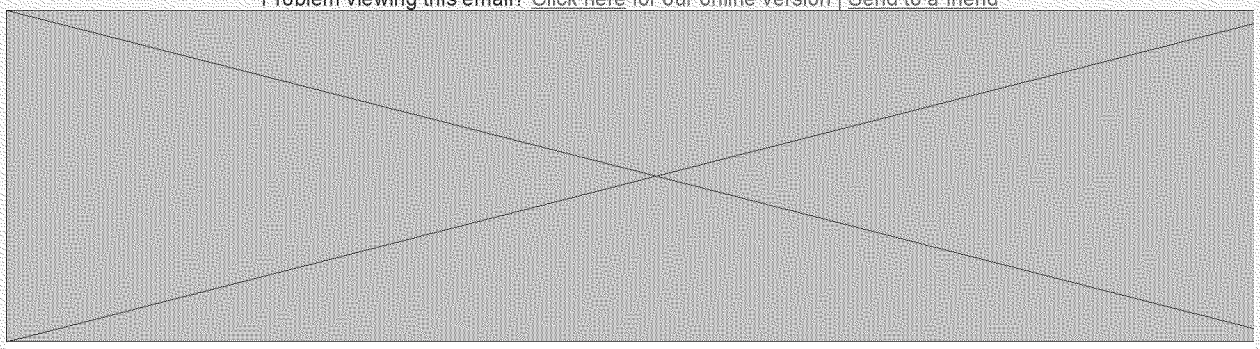
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Subject: A Sunny Global Fuel Forecast

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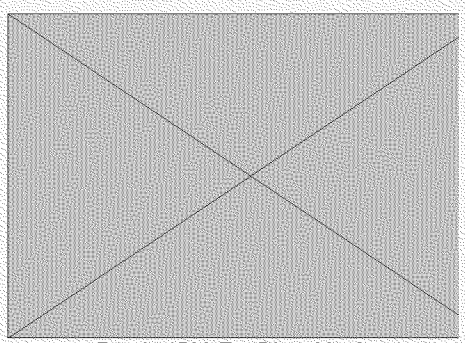


The Global Fuel Forecast is Sunny for Diesel

The International Energy Agency predicts that diesel will be the #1 fuel moving people and freight around the globe. Diesel fuel is expected to displace gasoline as the top passenger transportation fuel while remaining the top fuel used in the goods movement industry. Meanwhile, industrialized and rapidly industrializing economies are set to issue standards to improve emissions from diesel powered vehicles helping to improve air quality around the world.

Read more here.

Clean Diesel Shines at the LA Auto Show



Ram's 1500 EcoDiesel is the 2015 Green Truck of the Year

The 2014 Los Angeles Auto Show featured a variety of diesel cars and trucks in starring roles. Audi introduced the 2016 A6 and A7 TDI models to showcase its new design direction. At its press conference Audi said California represents 20 percent

of all U.S. sales and has four of its top five dealers, reflecting the popularity of diesel models in the state. Chevrolet introduced the Colorado ZR2 concept at its press conference, which it called a "vision" of the direction an off-road version of the new midsize pickup could go.

Read more here.

Breaking News

Notable Quotes

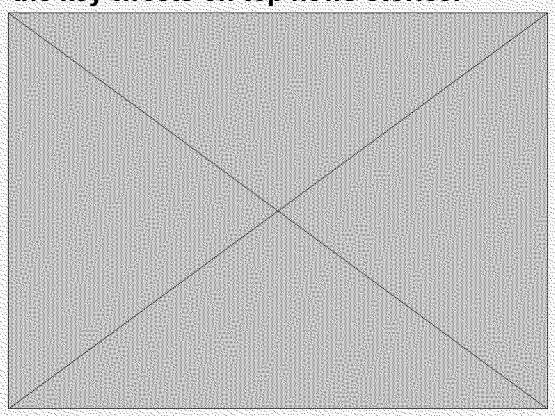
"Ultimately, with the 2010 model year engines, we now have the cleanest-burning diesel engines in the world operating in the United States." **- Kevin Downing of the Oregon Department of Environmental Quality explaining why Oregon was seeking to implement a new truck replacement program for pre-2010 trucks in order to improve the air quality at ports, rail and intermodal facilities in the region.**

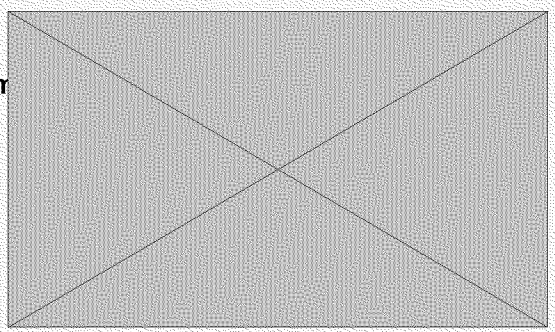
Top Diesel News Stories

- Biodiesel production, activity impressive despite uncertainty (Biodiesel Magazine, November 19, 2014)
- Johnson Matthey biodiesel technology wins IChemE Sustainable Technology Award (Energy Global, November 18, 2014)
- 2015 Diesel Truck Buyer's Guide: New fullsize pickups and vans coming to dealer lots near you (Diesel Power, November 17, 2014)
- Elemental, my dear: Audi's e-fuels project creates diesel from air, water, and electricity (Digital Trends, December 14, 2014)

Clean Diesel Social Chatter

What's trending on #cleandiesel in social m
the key tweets on top news stories.

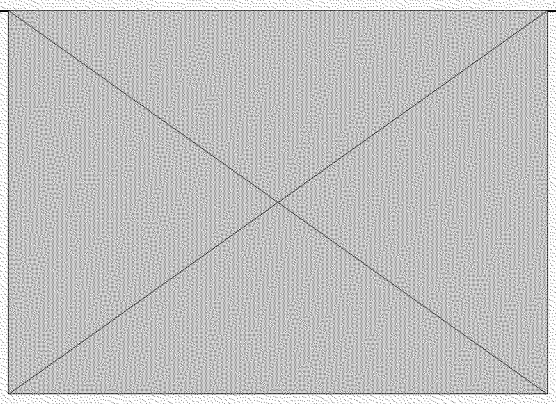
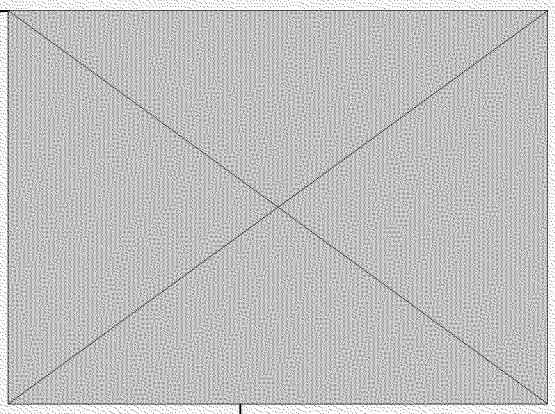
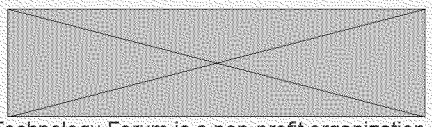
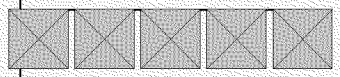




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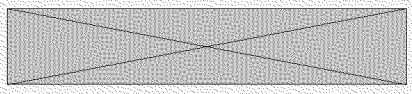
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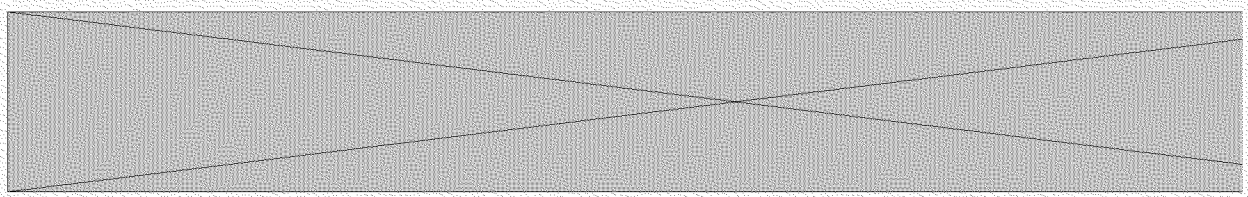
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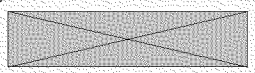


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Automakers tout autonomous safety features at Los Angeles Auto Show

As automakers roll out their new vehicle models at this week's Los Angeles Auto Show, integrated autonomous safety features are taking center stage with advancements in sensor, sonar and GPS technologies. Volkswagen and Hyundai unveiled their autonomous emergency braking systems, while Audi touted its "highly automated driving" system and Modular Infotainment Platform, which will help deliver the latest driver-assist programs with 3D display options. Los Angeles Times (tiered subscription model) (11/20), Luxury Daily (11/19)

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Rails, Roads & Vehicles

Wash. city officials propose $72M Central City Line trolley bus plan

The Spokane Transit Authority is proposing a bus trolley plan that would help connect neighborhoods through the downtown area of the city. The $72 million Central City Line is

part of the STA's 10-year Moving Forward Plan. The proposal needs voter approval to proceed as it requires a 0.3% sales tax increase, although STA officials say the transit system will help increase property values by $175 million over the next two decades and can be mostly funded with federal money. The Spokesman-Review (Spokane, Wash.) (free content) (11/21)

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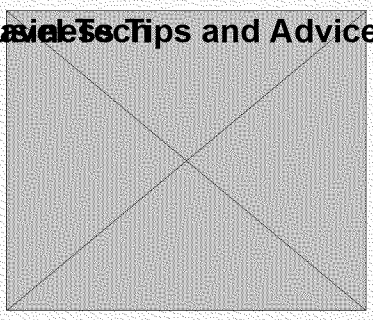
Linux expands its open-source platform to auto industry

The Linux Foundation's Automotive Grade Linux project has just added three new partners to its growing number of industry partners, bringing the total member count to 46. The Linux Foundation says its goal is "to accelerate the development and adoption of a fully open software stack for the connected car. Leveraging the power and strength of Linux at its core, AGL is uniting automakers and technology companies to develop a common platform that offers OEMs complete control of the user experience so the industry can rapidly innovate where it counts." The VAR Guy (11/20)

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- TEV Project envisions electrically powered roadways for EVs
  BetterRoads.com (11/19)
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Business Tips and Advice



How Much Do You Really Need to Make? The Answer May Shock You

Rather than focus on what you can afford to pull out of the business to cover your living expenses, you need to focus on how much you need to earn at your business in order to afford the lifestyle you want to have. This is where the Personal Earnings Goal, or PEG, comes into play. **Learn how to calculate your PEG and find out how much you really need to make.**

Tech companies fight for dominance in automotive app integration

Apple is competing with Google to bring the most efficient in-car infotainment and integrated dashboard system to automobiles, Andrea Chang writes. Both Apple's CarPlay and Google's Android Auto offer drivers the opportunity to sync smartphone applications to their cars' built-in displays, but Chang writes that the technology is still in the early stages of production, with experts agreeing that fully integrating third-party apps into an automobile's connected platform will require full collaboration between tech companies and auto manufacturers. Los Angeles Times (tiered subscription model) (11/20)

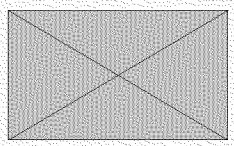
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Honda opens Developer Studio to help Android Auto apps

Honda Motor announced that it will provide Android Auto application developers with assistance both online and in a workshop in Mountain View, Calif. The Honda Developer Studio is meant to keep developers in direct contact with a full array of Honda engineers and other experts to help adapt their apps to the Android Auto software development kit. CNET (11/18)

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Going Green

Mitsubishi touts XR-PHEV concept vehicle with AR, autonomous features

Mitsubishi is looking to reinvent itself with its new XR-PHEV plug-in hybrid concept vehicle. Unveiling the company's new model at this week's Los Angeles Auto Show, Mitsubishi touted the XR-PHEV's combined 294 horsepower engine with 14 kilowatt-hour lithium ion battery and 65 mpg capability in hybrid mode. The concept vehicle also boasts an augmented reality-enabled windshield, vehicle-to-infrastructure communications and adaptive cruise control. Digital Trends (11/20)

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Biomethane-powered bus hits the road in Britain

A bus company in the U.K. is turning human waste into sustainable fuel in an effort to cut down on harmful carbon emissions. The eco-friendly bus -- which recently began running passengers between Bristol and Bath -- can cut greenhouse gas output by 30% using biomethane gas produced from sewage treatment. Ubergizmo.com (11/20)

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Policy

Ga. officials consider plans to fund infrastructure projects

Georgia transportation officials have convened a special panel to find a way to fund the $1 billion needed for infrastructure improvements in the state. The joint study committee says it will submit its proposal by the end of the month and is considering plans to impose fees on electric and hybrid vehicle owners to compensate for the loss in revenue from the state's gasoline tax. SeattlePI.com/The Associated Press (11/21)

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- Shuster will stay on as transportation committee leader in the House ProgressiveRailroading.com (11/20)

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Membership in ITS America's 2015 Congressional Roundtable event series is now open. Congressional Roundtables are monthly breakfast or lunch Congressional Roundtable events with a member of Congress or other key policymaker to provide ITS America members with a unique opportunity to have off-the-record discussions with members of Congress about federal legislation and strategy pertaining to surface transportation and intelligent transportation system policy and opportunities to advance ITS solutions in the surface transportation reauthorization legislation. If you would like more information on the event series, or on how to become a member of the Congressional Roundtable in 2015, contact Callie Hoyt for membership rates.

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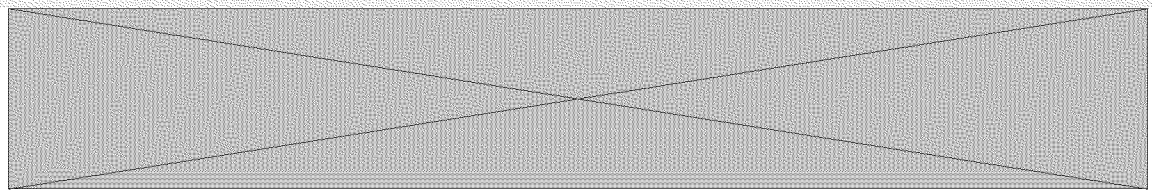
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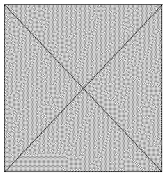
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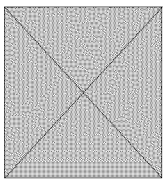
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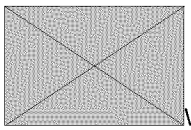
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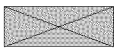
Audi 280-Mile Electric Car, 2016 Fiat 500X, Electric Motorcycle Gangs: Today's Car News

Nov 21, 2014 04:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 We finish off the week with news of a Tesla Model S-rivaling electric car from Audi, the North American debut of the 2016 Fiat 500X crossover, and the emergence of electric motorcycle gangs. All this and more on Green Car Reports. The 2016 Fiat 500X is the brand's first all-wheel drive vehicle in North America, and we've got all of the details...

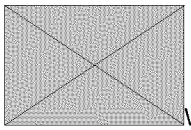
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The Netherlands: Well-Suited To Electric Cars, And Eager To Have More

Nov 21, 2014 04:00 pm | feedback@highgearmedia.com (Stephen Edelstein)

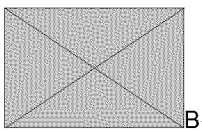
 When it comes to electric-car adoption, a supportive government willing to offer significant incentives is often one of the most effective ways to get these cars in driveways. The Netherlands appears to be joining the cadre of electric-car-friendly countries, with a goal of having

200,000 plug-in electric cars on its roads by 2020, and has...

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Electric Motorcycle Gangs: You'll Never Hear Them Coming

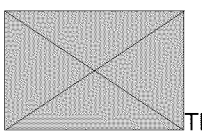
Nov 21, 2014 04:09 pm | feedback@highgearmedia.com (Ben Rich)

 Bikers are pack animals by nature. They like to ride in groups and enjoy the open road with a few friends. Biker gangs are well known to ride together wearing the same leathers. Group rides for charity are common in the summer and fall riding seasons. Clubs form around brand names and styles of bikes alike. Are there now groups of electric...

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Audi Confirms Electric R8 e-Tron, Also 280-Mile Family Electric Car In 2017

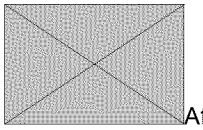
Nov 21, 2014 01:15 pm | feedback@highgearmedia.com (Stephen Edelstein)

 The Audi R8 e-tron electric sports car has been cancelled and revived numerous times, but now it appears that not only will the e-tron enter production, it will also be the stepping stone to a more mainstream electric car. At this week's 2014 Los Angeles Auto Show, Audi officials indicated that the carmaker is planning an all-electric family car...

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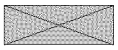
2016 Fiat 500X: Live Photos From 2014 LA Auto Show

Nov 20, 2014 07:32 pm | feedback@highgearmedia.com (Stephen Edelstein)

 After an unveiling at the Paris Motor Show, the 2016 Fiat 500X crossover made its North American debut at the 2014 Los Angeles Auto Show. Sharing underpinnings with the 2015 Jeep Renegade, the 500X joins a burgeoning field of small crossovers that includes two other vehicles that were unveiled in L.A. this week--the 2016 Honda HR-V and 2016 Mazda...

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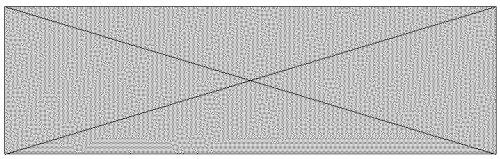
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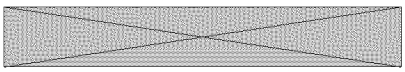
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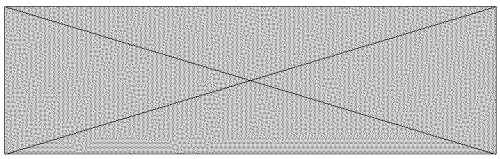
Automotive News is located at **1155 Gratiot Ave., Detroit, Michigan, 48207**

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Automotive News
Sent: Fri 11/21/2014 7:26:53 PM
Subject: P.M. NEWSCAST: Ford says new F-150 gets 26 MPG highway | VW to invest $106 billion | Mercedes' self-driving vow | Lexus recall

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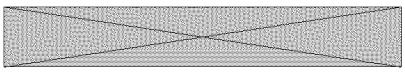
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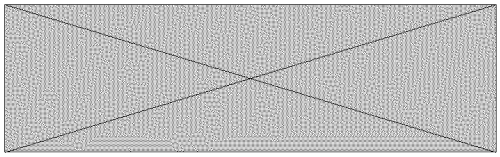
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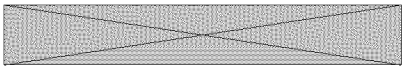
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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Fri 11/21/2014 9:44:29 PM
Subject: DAILY: Will NHTSA nominee bring more infotainment scrutiny? | Crossover boom moves downscale | Takata exec warns about ability to fix airbag flaw | A look at 2015 Ford F-150 mpg claims

Today's most read story
GM shuffles top execs for quality, purchasing, powertrain

November 21, 2014

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TOP NEWS

Fatigue-expert NHTSA nominee could mean more infotainment scrutiny

3:04 pm U.S. ET | Nov 21

The nominee to lead the National Highway Traffic Safety Administration is an expert in fatigue and pilot alertness, which signals the auto industry's drive to bring more Internet services and infotainment into cars should get intense scrutiny. ... » READ

Crossover boom moves downscale; Toyota plans to join stampede

12:01 am U.S. ET | Nov 21

Prompted by lifestyle changes among Generation Y buyers, Honda, Fiat and Mazda joined the stampede to introduce smaller entries in the booming crossover market as the industry seeks younger buyers. ... » READ

Takata exec warns about ability to fix deadly airbag flaw

6:46 am U.S. ET | Nov 21

An executive from Japan's Takata told lawmakers on Thursday the supplier is urgently trying to ramp up replacement parts for millions of vehicles fitted with potentially deadly airbags, but said it may not be able to move quickly enough. ... » READ

Ford says aluminum-bodied F-150's fuel economy rises up to 29%

UPDATED: 11/21/14 1:16 pm ET - adds more figures
12:35 pm U.S. ET | Nov 21

Ford said its aluminum-bodied F-150 pickup will get as much as 29 percent better fuel economy than its mostly steel predecessor as the automaker gambles with a new design for its top-selling and most profitable model. ...
» READ

Fuel cell vehicles: The only cars with potable exhaust?

10:28 am U.S. ET | Nov 21

Toyota is pitching the Mirai hydrogen fuel cell car as a godsend for the planet. Heat and water are its only byproducts, not climate-altering carbon dioxide. But just how clean is that exhaust water vapor? ... » READ

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Ford F-150 mpg for 2015 is a mixed bag
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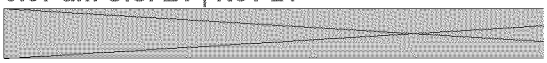
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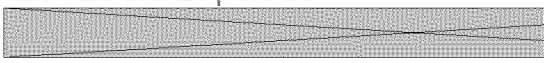
VW says it will invest $106 billion chasing Toyota for global sales lead

6:57 am U.S. ET | Nov 21



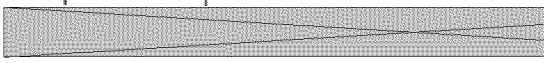
BMW explores hike in i8 output to reduce wait time

12:01 am U.S. ET | Nov 21



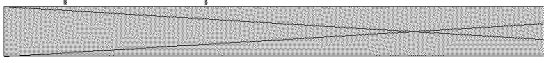
Wilbur Ross steps down as chairman of IAC to take bank board spot

4:14 pm U.S. ET | Nov 21



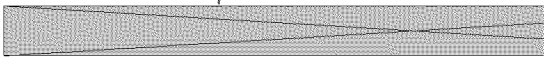
Retired Ford exec Mascarenas joins ON Semiconductor's board

3:46 pm U.S. ET | Nov 21



Toyota to recall 422,000 Lexus vehicles in U.S. due to fuel leak

11:42 am U.S. ET | Nov 21



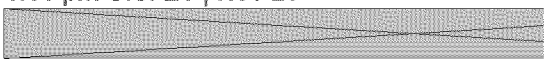
Hertz hires airline veteran Tague to revive company

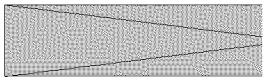
12:12 pm U.S. ET | Nov 21



Ferrari names Edwin Fenech head of N.A. unit

4:11 pm U.S. ET | Nov 20



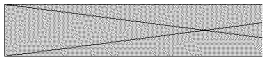


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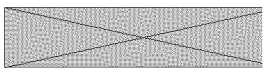
» January 13-14 - Automotive News World Congress

» January 22 - Automotive News

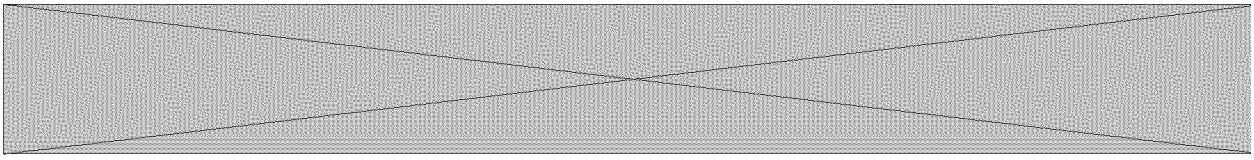
Retail Forum
» April 20 - PACE Awards
» May 12 - LA Marketing Seminar
» Sept. 23 - NY Marketing Seminar

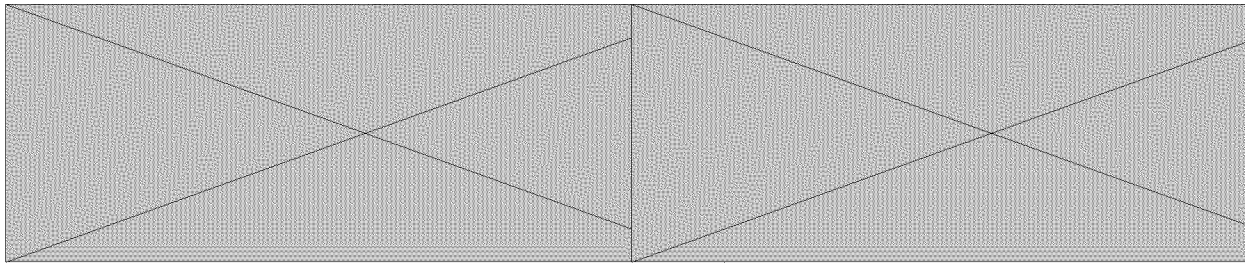


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» Nov. 25 - Technology and People
by TeleTech
» Dec. 3 - Automotive Ecosystems
by Covisint
» Dec. 4 - Accessory Sales
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» Dec. 9 - Luxury Automotive Shoppers
by Microsoft



UPCOMING WEBINARS
» December 17 - F&I Trends to Watch in 2015





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To: Good, David[good.david@epa.gov]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]
From: Thomas, Richard (EEO)
Sent: Mon 11/24/2014 12:51:37 PM
Subject: RE: 2015 FE Guide – Errors in Verify as of November 20, 2014

Hi Dave;

I have corrected the Bentley Continental GT3-R label city CO2 value typo, in index #110.

Thanks,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Thursday, November 20, 2014 4:13 PM
To: Thomas, Richard (EEO)
Cc: Snyder, Jim
Subject: re: 2015 FE Guide – Errors in Verify as of November 20, 2014

Richard,

re: 2015 FE Guide – Errors in Verify as of November 20, 2014

Attached are the data in Verify as of November 20, 2014. Labels with pea green fill in the first few columns have errors but which need to be corrected in Verify before I can have the data posted on www.fueleconomy.gov. The errors are also highlighted in yellow fill in the column where the error occurred.

The next normal posting of 2015 FE Label data will be on December 2, 2014 (on a monthly schedule where I run the query on the 1st, 9th,15th and 23rd of the month) and send the data to DOE for posting on that day (or a day later).

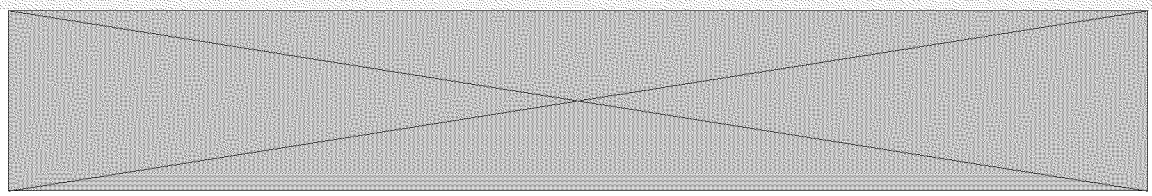
Please make any needed corrections to Verify when you get a chance.

Thanks

Dave

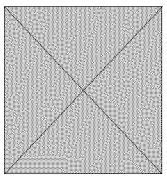
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Mon 11/24/2014 5:05:50 PM
Subject: Green Car Report Daily Headlines

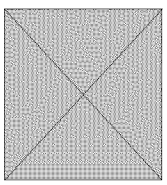
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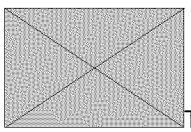
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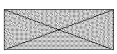
L.A. Auto Show Recap, 2016 Toyota Mirai Fuel-Cell Car, 2015 Ford F-150 Gas Mileage: Today's Car News

Nov 24, 2014 04:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 To start off the week, we're recapping last week's Los Angeles Auto Show news in our Week in Reverse feature. We've also got a video preview of the 2016 Toyota Mirai fuel-cell sedan, and gas-mileage figures for the 2015 Ford F-150. All this and more on Green Car Reports. Catch up on all of last week's Los Angeles Auto Show news with our Week in...

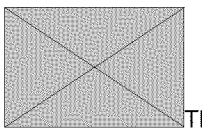
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2016 Toyota Mirai Fuel-Cell Car At Los Angeles Auto Show (Video)

Nov 24, 2014 04:00 pm | feedback@highgearmedia.com (John Voelcker)

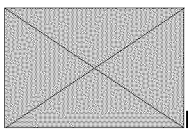
 The 2016 Toyota Mirai, seen here in its production form, is the first-ever hydrogen fuel-cell car to be offered for sale by a major automaker. It goes on sale in Japan next month, and will arrive in North America in the second half of next year. The four-seat mid-size sedan is

effectively an electric car, with a 153-horsepower motor powering its...

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2015 Ford F-150 Gas Mileage: Best Among Gasoline Trucks, But Ram Diesel Still Highest

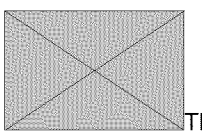
Nov 24, 2014 03:18 pm | feedback@highgearmedia.com (John Voelcker)

 Perhaps no gas-mileage ratings have been as eagerly awaited this fall as those for the all-new 2015 Ford F-150 pickup. The redesigned full-size truck with an aluminum body and pickup bed was expected to get better gas-mileage numbers than earlier F-150s. And it has, with a top rating of 22 mpg combined (19 mpg city, 26 mpg highway) for the most...

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Tesla And BMW: Natural Competitors In Electric Cars, One Day

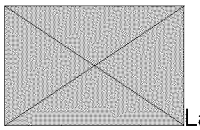
Nov 24, 2014 01:36 pm | feedback@highgearmedia.com (Stephen Edelstein)

 They may both be luxury vehicles, but the BMW i3 and Tesla Model S electric cars are quite different. The two models don't quite directly compete, but rather approach the market from different angles. RELATED: How Audi, BMW & Mercedes Plan To Compete With Tesla--And Why That doesn't mean the two makers won't compete head to head eventually...

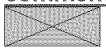
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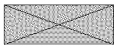
Fuel-Cell Fan Bites Back At Electric-Car Advocates, Asks 10 Questions Of His Own

Nov 24, 2014 12:38 pm | feedback@highgearmedia.com (John Voelcker)

 Last week's Los Angeles Auto Show brought more news about hydrogen fuel-cell vehicles than we've seen in a very long time. The 2016 Toyota Mirai was unveiled--we drove it too--and Honda showed its latest design concept for what it's calling the FCV sedan. Other makers too showed off experimental fuel-cell cars, including Audi and Volkswagen. DON'T...

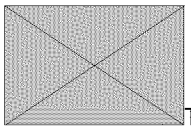
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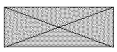
Solid-State Batteries For Electric Cars: 'Great Potential,' VW CEO Says

Nov 24, 2014 12:00 pm | feedback@highgearmedia.com (Stephen Edelstein)

 To help electric cars go mainstream, new battery technology will be needed to escape the shackles of short ranges, long charging times, and relatively high cost. Among the possibilities is a solid-state battery--which replaces the liquid electrolyte of a conventional battery with solid material. Now, solid-state batteries are starting to get...

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.

To: Rodgers, William (EEO)[William.Rodgers@vw.com]
From: Snyder, Jim
Sent: Mon 11/24/2014 7:39:25 PM
Subject: FW: Audi Diesel
23729.pdf

Bill, here is the fuel properties analysis.

In case you are wondering about the ID #s, I asked . The "Fuel Container ID#" is an old style labeling in the computer system. The lab now uses FTAG #. I was assured these are the correct data. Reminds me of the manufacturer code issue…

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Tuesday, November 11, 2014 8:30 AM
To: Snyder, Jim
Cc: Mazaitis, Vincent
Subject: Audi Diesel

Hello Jim,

I've been asked to provide our Engineering group with the fuel properties for the diesel fuel that your lab used during the failed tests of VID on Oct 29th and Nov 6th?

Let me know if you need fuel batch information from the test reports, although we only received the test reports in Verify for the Oct 29th tests.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

NVFEL Fuel Analysis Report 23729

Cert Diesel 2013 Batch#

Facility Name: Haltermann Facility Type: Wholesale P-C

2565 Plymouth Rd.

Ann Arbor MI 48105 USA

Inspector: Nancy Tschirhart Inspection Date : 9/9/2013

Samples Type: Test Fuel VOC

Inspection information logged in by RG on 9/24/2013. **Season:**

Cert Diesel 2013-9-24-13 **FTAG: 23729** **Comments:**

Test Code	Test Method	Results	Units	Fuel_ Code: 14	Analyst	Analysis Date
430	Sulfur in Diesel by D5453	10.10	Parts Per Million		NS	9/24/2013
65	Percent Evaporated at 200 Degrees F D86	0.0	Volume Percent		RG	9/24/2013
66	Percent Evaporated at 300 Degrees F D86	0.0	Volume Percent		RG	9/24/2013
49	Olefins in by FIA D1319	2.2	Volume Percent		RCG	9/24/2013
49	Olefins in by FIA D1319	2.7	Volume Percent		RCG	9/24/2013
46	Aromatics by FIA D1319	27.9	Volume Percent		RCG	9/24/2013
46	Aromatics by FIA D1319	28.4	Volume Percent		RCG	9/24/2013
69	Specific Gravity @ 60 deg F D4052	0.85145	60/60F		RG	9/24/2013
69	Specific Gravity @ 60 deg F D4052	0.85145	60/60F		RG	9/24/2013
692	Degrees API D4052	34.69	Degrees API		RG	9/24/2013
692	Degrees API D4052	34.69	Degrees API		RG	9/24/2013
691	Density @ 60 deg F D4052	0.85061	g/cm-03 @ 60 deg F		RG	9/24/2013
691	Density @ 60 deg F D4052	0.85061	g/cm-03 @ 60 deg F		RG	9/24/2013
44	Cetane Index D976	46.30	Cetane Index		RCG	9/24/2013
102	IBP Diesel D86	361.6	Degrees F		RG	9/24/2013
111	10 percent Diesel D86	421.5	Degrees F		RG	9/24/2013
151	50 percent Diesel D86	508.6	Degrees F		RG	9/24/2013
191	90 percent Diesel D86	623.7	Degrees F		RG	9/24/2013
210	End Point Diesel D86	668.1	Degrees F		RG	9/24/2013
211	Residue Diesel D86	0.8	mL		RG	9/24/2013
212	Total Recovery Diesel D86	97.7	mL		RG	9/24/2013
213	Loss Diesel D86	1.5	mL		RG	9/24/2013
47	Aromatics in Diesel Fuel SFC D5186	28.2	Mass Percent		LS	9/25/2013
47	Aromatics in Diesel Fuel SFC D5186	28.3	Mass Percent		LS	9/25/2013
422	Sulfur in LS Diesel D2622	0.00108	Weight Percent		NST	10/24/2013
32	Weight Fraction Carbon D3343	0.86819	Weight Fraction		CPU	
222	Flash Point D93	157.0	Degrees F		Paragon	10/4/2013
223	Kinematic Viscosity @ 100 Degrees F D445	2.73	Centistokes		Paragon	9/26/2013
73	Net Heat of Combustion D3338	18447.90	BTU per Pound		CPU	
45	Cetane Number D613	43.0	Cetane Number		Paragon	9/28/2013

To: Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Snyder, Jim
Sent: Tue 11/25/2014 4:27:07 PM
Subject: RE: MY2015 Decision Information Uploaded: FVGAV02.0APA

Just getting to it now. There was quite a few ahead of them from other manufacturers.

From: Allen, Gregory (EEO) [mailto:Gregory.Allen@vw.com]
Sent: Tuesday, November 25, 2014 10:22 AM
To: Snyder, Jim
Subject: RE: MY2015 Decision Information Uploaded: FVGAV02.0APA

Hello Jim,

Have you had a chance to review the decision information listed below? I haven't seen a decision come across in e-mail or in Verify yet.

Thanks Jim.

Regards,

Greg Allen

VWGoA EEO

(248)754-4209

From: Allen, Gregory (EEO)
Sent: Friday, November 21, 2014 2:32 PM
To: snyder.jim@epa.gov
Cc: Rodgers, William (EEO); Giles, Michael (EEO)

Subject: MY2015 Decision Information Uploaded: FVGAV02.0APA

Hello Jim,

Today I uploaded test information and decision requests for the vehicles listed below.

Vehicle ID: FAPA-RAF

Configuration: 1

Vehicle ID: FAPA-RMF

Configuration: 1

Both of these are in regards to the running change that was uploaded last week, and to add the Golf 1.8L SportWagen to the FVGAV02.0APA Testgroup as a Fuel Economy Data Vehicle. This testgroups has had the Golf 1.8L FWD and the Audi A3 1.8L FWD Fuel Economy Data Vehicles already confirmed and successfully tested by EPA.

Please inform of us your decision as soon as possible.

Thanks Jim.

Regards,

Greg Allen

VWGoA EEO

(248)754-4209

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Allen, Gregory (EEO)
Sent: Tue 11/25/2014 4:41:40 PM
Subject: RE: Ex. 4 - CBI

No problem. I just wanted to make sure everything went through in Verify. I see the e-mails now in my inbox.

Thanks Jim and have a good Holiday!

Regards,

Greg Allen

VWGoA EEO

(248)754-4209

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Tuesday, November 25, 2014 11:27 AM
To: Allen, Gregory (EEO)
Subject: RE: MY2015 Decision Information Uploaded: Ex. 4 - CBI

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Sent: Tuesday, November 25, 2014 10:22 AM
To: Snyder, Jim
Subject: RE: MY2015 Decision Information Uploaded: Ex. 4 - CBI

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Greg Allen

VWGoA EEO

(248)754-4209

From: Allen, Gregory (EEO)
Sent: Friday, November 21, 2014 2:32 PM
To: snyder.jim@epa.gov
Cc: Rodgers, William (EEO); Giles, Michael (EEO)
Subject: MY2015 Decision Information Uploaded: Ex. 4 - CBI

Hello Jim,

Today I uploaded test information and decision requests for the vehicles listed below.

Vehicle ID:

Configuratio Ex. 4 - CBI

Vehicle ID: Ex. 4 - CBI

Configuration: Ex. 4 - CBI

Ex. 4 - CBI

Please inform of us your decision as soon as possible.

Thanks Jim.

Regards,

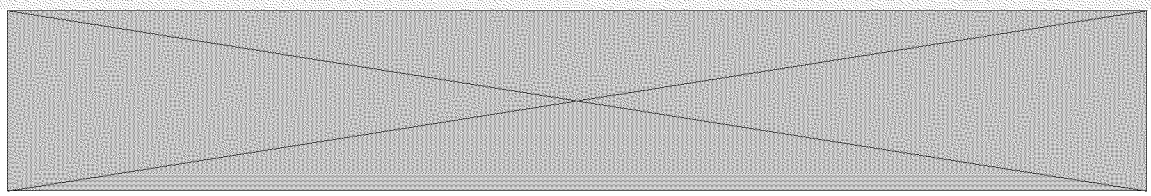
Greg Allen

VWGoA EEO

(248)754-4209

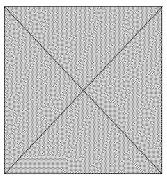
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Tue 11/25/2014 5:07:33 PM
Subject: Green Car Report Daily Headlines

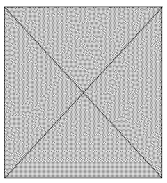
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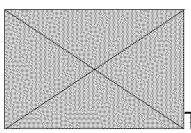
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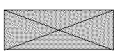
Tesla And BMW Talk, VW Golf Hydrogen Concept, Angry Car Dealers: Today's Car News

Nov 25, 2014 04:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Today we've got news of talks between BMW and Tesla Motors, details on the Volkswagen Golf SportWagen hydrogen fuel-cell concept, and the latest rumblings from car-dealer groups over criticism of haggling. All this and more on Green Car Reports. BMW considers increasing production of the i8 plug-in hybrid coupe as strong demand draws out customer...

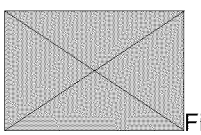
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More EPA Gas-Mileage Rating 'Adjustments' To Come In New Year?

Nov 25, 2014 04:36 pm | feedback@highgearmedia.com (John Voelcker)

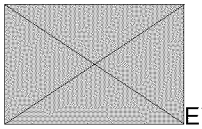
 First Hyundai and Kia cut fuel-economy ratings on a dozen models, then Ford on the C-Max. Then, Ford cut ratings on the C-Max again, along with those of five more models. Are there more to come? Industry sources have quietly been discussing in recent weeks that more adjustments to EPA gas-mileage ratings could be

coming in the New Year. DON'T...

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Electric-Car Charging Station At Gas Station In Tar-Sands Land

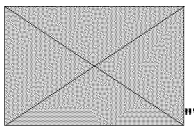
Nov 25, 2014 03:52 pm | feedback@highgearmedia.com (Matthew Klippenstein)

 Electric-car charging stations are still remarkably rare at gas stations, though a handful exist in the Pacific Northwest. But earlier this year, the Petro-Canada station in Crossfield, Alberta, installed a charging station. It's free to use, too. Perhaps not too remarkable, except that this is the heart of Canada's tar-sands oil region. The...

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Car Dealers: Innocent, Delicate, Fragile Blossoms, Apparently

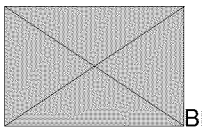
Nov 25, 2014 03:07 pm | feedback@highgearmedia.com (John Voelcker)

 "We're not gonna take it any more!" If you're of a certain age, that line likely brings back memories of a 30-year-old Twisted Sister song. You might be less likely to think of it as the headline of an article about the hurt feelings of car dealers. DON'T MISS: The Videos Car Dealers Hate: Is It 'Haggling' Or 'Negotiating'? The article, published...

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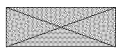
Tesla, BMW Chat Over Possible Partnership, Elon Musk Says

Nov 25, 2014 02:00 pm | feedback@highgearmedia.com (Stephen Edelstein)

 BMW and Tesla Motors are both committed to offering mass-market luxury electric cars, which would seem to make them natural rivals. Yet there's also the possibility that they could become allies. RELATED: Tesla And BMW: Natural Competitors In Electric Cars, One Day In an interview with the German newspaper Der Spiegel published on Sunday (via...

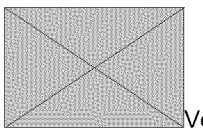
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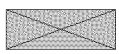
Volkswagen Golf SportWagen HyMotion: Hydrogen Fuel-Cell Concept At LA Auto Show

Nov 25, 2014 01:35 pm | feedback@highgearmedia.com (John Voelcker)

 Very few compact wagons remain on sale in North America, but this year, the car known to U.S. buyers for years as the Jetta SportWagen has a new name: the 2015 Volkswagen Golf SportWagen. To reinforce the new wagon's new model name, VW showed off two concept Golf wagons at last week's Los Angeles Auto Show. The greener of the two was the...

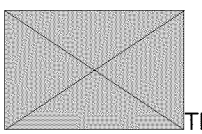
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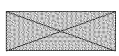
Strong Demand For BMW i8 Plug-In Hybrid Coupe May Presage Production Rise

Nov 25, 2014 01:00 pm | feedback@highgearmedia.com (Stephen Edelstein)

 The 2015 BMW i8 coupe's futuristic styling gained our attention when we test drove it earlier this year, and apparently we're not the only ones. Demand for the sleek plug-in hybrid with the doors that rise above the roof appears strong enough that BMW may ramp up production. DON'T MISS: 2015 BMW i8: Sexy Plug-In Hybrid Sport Coupe, Our First Drive...

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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Fleets & Fuels
Sent: Tue 11/25/2014 7:14:15 PM
Subject: Happy T-Day as ACT Expo preparations gear up

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- November 25, 2014

Business Intelligence for Clean Transportation
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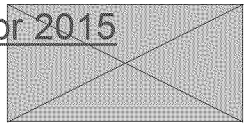
- ACT Expo **May 4-7** in Dallas: Agenda as Registration Opens
- Clean Cities Seeks Help with AFV Fleet Purchase Aggregation
- PG&E to Field Ten More EDI Plug-Ins Next Year
- 29 More Parker RunWise Hydraulic Hybrids for Miami-Dade
- Clean Energy-Mansfield JV Opens First CNG Station - Tampa Next
- GKN Details eAxle for Two-Speed EVs: BMW's i8 Has It
- Gaz Métro Lauds Gaudreau for CNG Commitment in Quebec
- VW Shows Golf-Based Fuel Cell Research Car -- with Caveat
- ProCOT Extends Autogas Vehicle Incentives to Retrofits
- EnerDel Supplies Lithium Replacement Pack to WMATA
- BYD to Show Its 100% Battery 60-Footer in Los Angeles
- Argonne Case Study on Propane Autogas School Buses

ACT Expo Agenda as Registration Opens

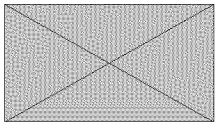
Organizers of the 2015 Alternative Clean Transportation (ACT) Expo have released the agenda for the meeting to be held **May 4-7** at the Kay Bailey Hutchison Convention Center in Dallas - and event registration has opened.

Clean Cities to Help Pool AFV Fleet Buys

PG&E for Ten More EDI Plug-Ins for 2015

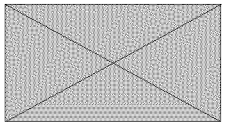


The U.S. Energy Department's Clean Cities organization is kicking off a new program to help develop and implement a purchasing/procurement process to coordinate bulk alternative fuel and advanced technology vehicle orders. 'By developing a process for companies and organizations to consolidate their orders, it could help vehicle manufacturers achieve better economies of scale and lower prices per unit,' Clean Cities says.

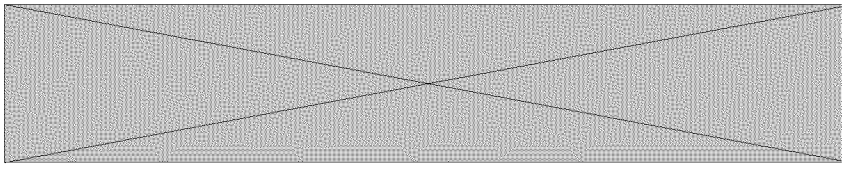


Pacific Gas & Electric expects to deploy another ten plug-in hybrid electric trucks with drivelines from Efficient Drivetrains, Inc. of Dixon, Calif. in 2015, the utility said Monday morning. PG&E currently has three, two with power export capability.

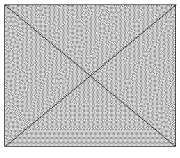
29 More RunWise Autocars for Miami-Dade



Florida's Miami-Dade County has placed its third order for Autocar E3 refuse trucks with the RunWise hydraulic hybrid drivetrain, Parker Hannifin reports. 'The order for 29 new trucks "brings the total fleet to 64 and emphasizes Miami-Dade's commitment to saving taxpayers money through efficient technology that reduces fuel consumption up to 50%,' states a release.

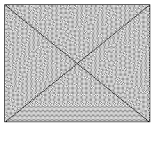


MCEP Opens Its First CNG Station



A new CNG station in Doraville, just northeast of Atlanta, is the first to be opened by Mansfield Clean Energy Partners, the joint venture between Clean Energy Fuels and Mansfield Energy Corp. It'll serve a dozen bulk liquid fuel trucks leased from Ryder and operated by Mansfield Oil, as well as other local fleets. Tampa is to be next for MCEP, and six more joint venture CNG stations are anticipated for 2015.

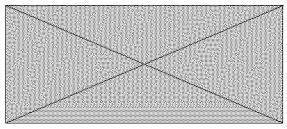
GKN Details eAxle for Two-Speed EVs



GKN is talking up the industry's first two-speed eAxle for electric drive vehicles. The product has entered production on the BMW i8 plug-in hybrid electric sports car, the

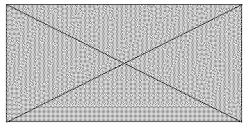
supplier says. 'Two-speed eAxles will help manufacturers enhance hybrid and electric drivetrains and support the trend to downsize eMotors to reduce weight and cost,' said a company VP.

Gaz Métro Lauds Gaudreau for NGVs



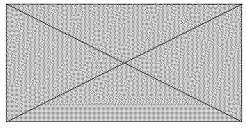
Gaz Métro Transport Solutions is praising Gaudreau Environnement as 'the first company to choose natural gas as a fuel on a permanent basis within Québec City.' Gaudreau has taken delivery of two Freightliner trucks outfitted for CNG operation with side-loading bodies by the Labrie Enviroquip Group.

ProCOT Boosts Autogas Vehicle Incentives



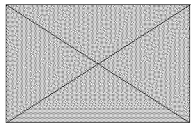
The Propane Council of Texas has boosted its incentives to private fleets deploying autogas vehicles to cover up to $7,500 for aftermarket conversions' The program provides seed money for Texas businesses who are introducing propane autogas into their fleet for the first time,' said ProCOT education and marketing director Jackie Mason.

VW Shows Hydrogen Concept Car

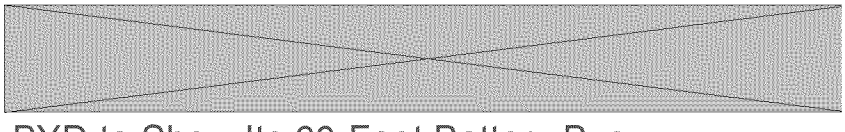


Volkswagen is staging the world premiere of the Golf SportWagen HyMotion, a hydrogen fuel cell research vehicle, at the Los Angeles Auto Show. 'Unlike many of its competitors, Volkswagen is following the strategy of placing alternative drivetrains in high-volume production vehicles,' the manufacturer says.

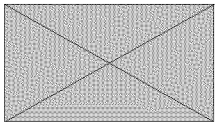
EnerDel Supplies Lithium Pack to WMATA



EnerDel says it's completed the installation of one of its nickel metal hydride-replacing PP320-738-LP Vigor+ lithium ion battery packs into a hybrid electric bus operated by WMATA, the Washington Metropolitan Area Transit Authority.



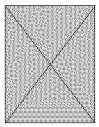
BYD to Show Its 60-Foot Battery Bus



BYD will show off its new 100% battery-powered 60-foot transit bus - billed as the world's largest electric vehicle - at a media event in Long Beach, Calif. on **December**

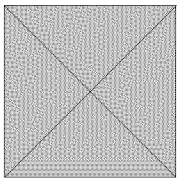
Argonne Looks at Propane School Buses

3. The 60-foot articulated electric bus can carry 120 passengers and travel more than 170 miles on a single charge.



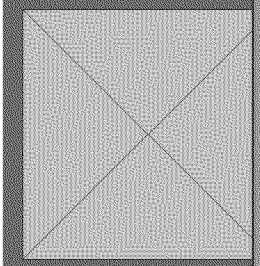
The U.S. Department of Energy's Argonne National Laboratory has released a study that examines five school bus fleets that are successfully using propane autogas to fuel buses. 'The case study describes how some of the school districts saved nearly 50% on a cost per mile basis for fuel and maintenance relative to diesel, in addition to seeing a variety of other environmental and social benefits,' states an Argonne summary.

Feature: Clean Transportation Job

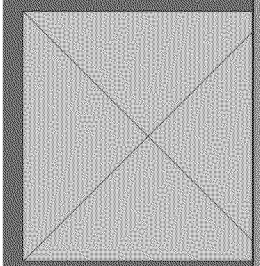


Have you checked out the new *Fleets & Fuels* interactive Job Board yet? It's designed to match clean transportation employers with qualified candidates. This week's featured job posting is for a **CNG Gas Engineer** with **Pacific Gas & Electric Company**. Visit the Job Board to view this and other job opportunities or to post an open position at your company.

A premium subscription gives you access to contact information for the people interviewed in each article. Learn more.

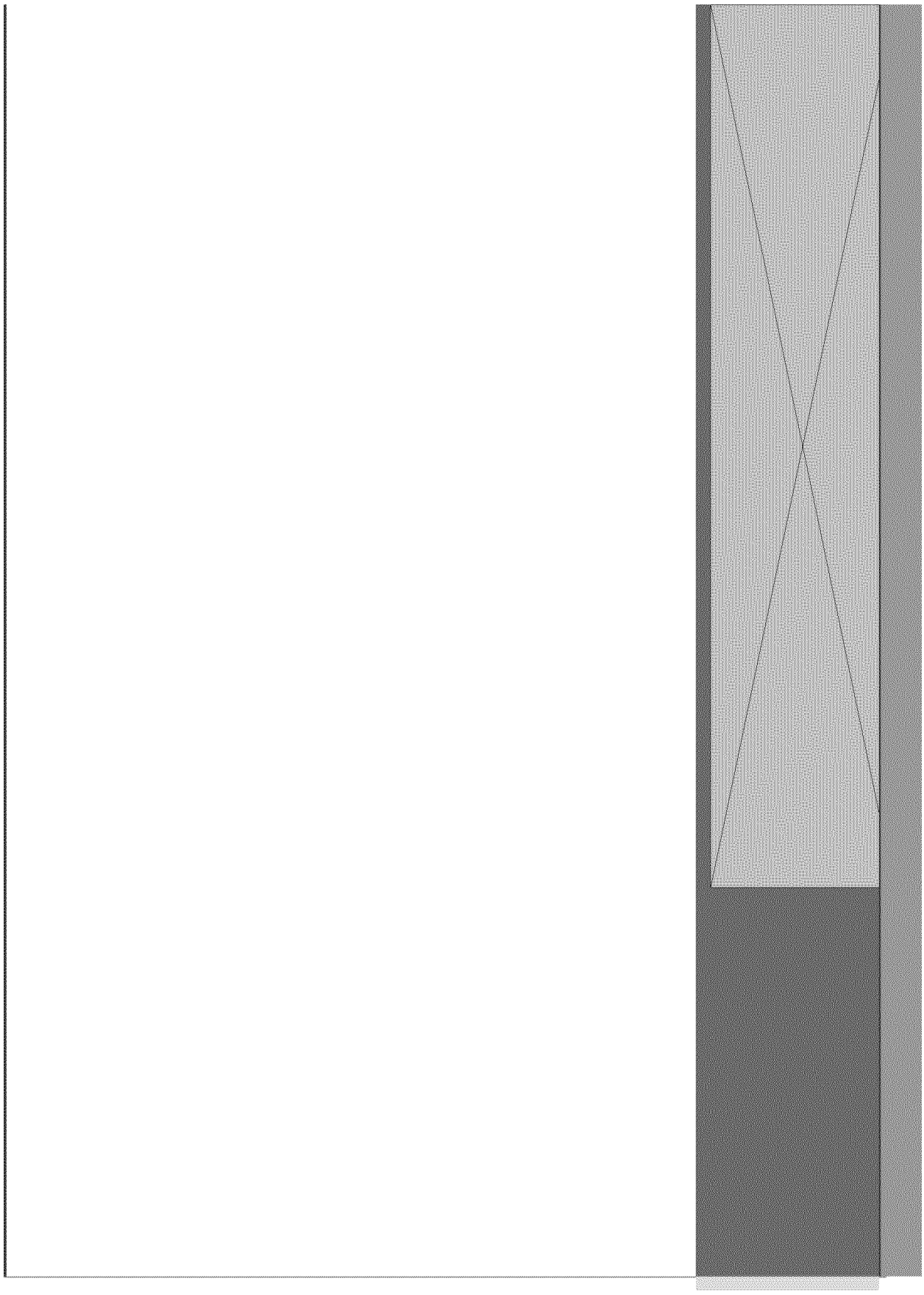


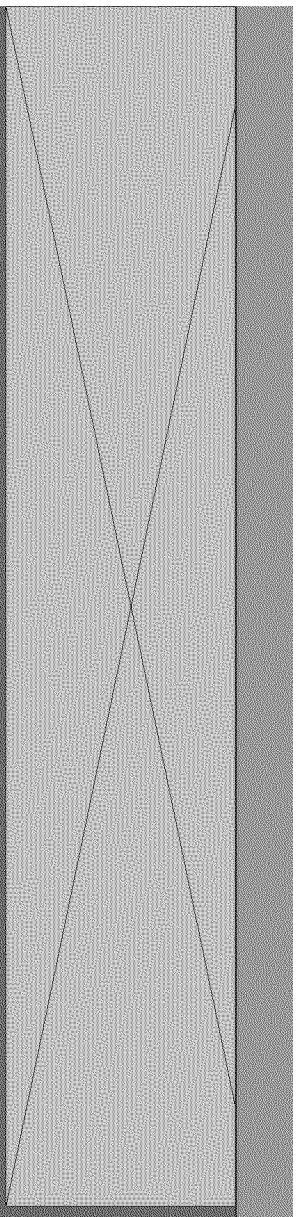
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Sent: Tue 11/25/2014 9:34:23 PM
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Today's most read story
Cars and concepts that glowed in the L.A. spotlight

November 25, 2014

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TOP NEWS

Takata to face U.S. House hearing into airbag crisis

UPDATED: 11/24/14 6:50 pm ET
6:00 pm U.S. ET | Nov 24

Takata and Honda executives will return to Capitol Hill next week to testify about the growing safety crisis surrounding Takata airbag inflators that may explode in a crash. A subcommittee of the House Energy and Commerce Committee scheduled a hearing for Dec. ...
» READ

Japanese regulators to oversee Takata recalls, investigate Honda's recall errors in U.S.

6:30 am U.S. ET | Nov 25

Japan's transport ministry will form groups to oversee airbag recalls tied to Takata Corp. and probe Honda Motor Co. for underreporting faults in the U.S., adding to regulatory scrutiny of the two companies. ... » READ

Continental's electronics, Korea units to plead guilty to price fixing

4:16 pm U.S. ET | Nov 24

South Korean suppliers Continental Automotive Electronics and Continental Automotive Korea will plead guilty to rigging the prices of instrument panel clusters and pay a criminal fine of $4 million, the U.S. Department of Justice said. ... » READ

Land Rover blasts Evoque look-alike from China

12:53 pm U.S. ET | Nov 25

Land Rover plans to complain to Chinese officials about a close copy of its Evoque SUV that broke cover at the Guangzhou Motor Show in China late last week. ... » READ

Canada helped bail out GM, Chrysler with incomplete information, auditor finds

12:19 pm U.S. ET | Nov 25

Canada had limited information about the restructuring plans of GM and Chrysler Group when the government approved a $12.1 billion bailout for the automakers in 2009, federal auditors said. ... » READ

Discounts, falling gas prices driving Nov. sales higher

3:30 pm U.S. ET | Nov 25

The U.S. auto industry may post its highest November sales volume since 2001, and one forecaster says light-vehicle transaction prices are on pace to reach the highest level ever for a second consecutive month. Year-end clearance sales and the lowest gasoline prices since 2010 are two big factors behind the forecasts. ... » READ

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Fuel cell vehicles: The only cars with potable exhaust?

Viral video rankings for week of 11/25/14

Ford Mustang goes to Dubai

12:01 am U.S. ET | Nov 25

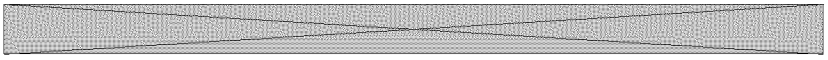
Ford is rolling out all the stops for the

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» January 13-14 - Automotive News World Congress

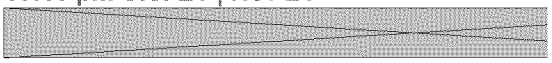
international debut of its pony car. ...

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GM executives help scour social media to spot vehicle flaws

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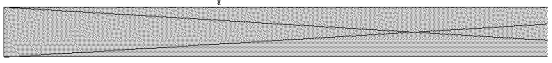
Visteon confirms discussions to sell stake in climate control joint venture

8:16 am U.S. ET | Nov 25

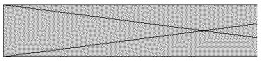


100,000 Mazda6 sedans recalled for tire-monitoring systems

10:17 am U.S. ET | Nov 25



» January 22 - Automotive News Retail Forum
» April 20 - PACE Awards
» May 12 - LA Marketing Seminar
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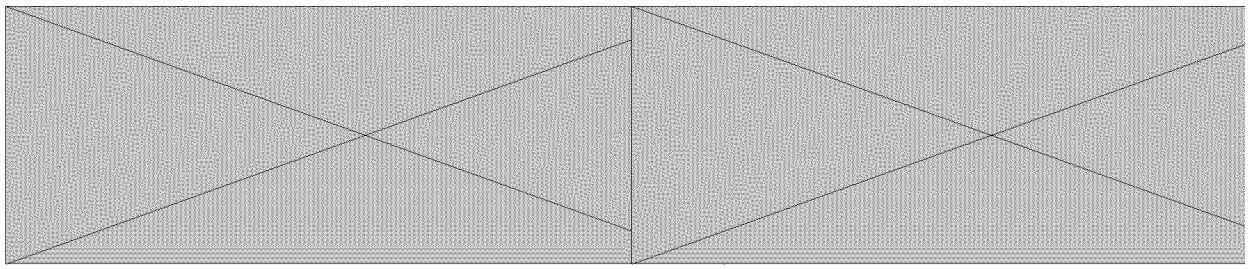
» Dec. 9 - Luxury Automotive Shoppers
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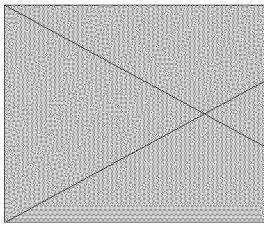


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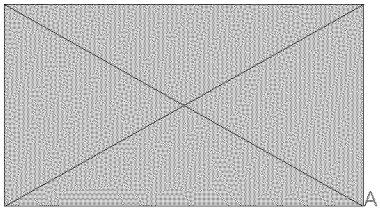
November 26, 2014

Lentz: Cheap Gas Shouldn't Harm Mirai, Prius; 2015 Sales Up Slightly

2014 Los Angeles Auto Show
"But I think in the long run, when everyone is trying to sell (FCVs) in fairly large volume, it would be problematic to have a huge drop in fuel price," Toyota North America CEO Jim Lentz says.

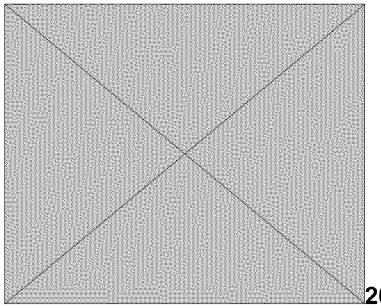
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Toyota Prices Mirai at $57,500

 A certain subset of fuel-cell vehicle intenders want to own, not lease, new-technology vehicles, a top Toyota official says.

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around the world. It features monthly contests, industry tradeshow dates, and (of course) those elusive days of the week. Request your calendar today.

VW and Audi's 3-Way Power Grab

2015 Ward's 10 Best Engines
Under the Hood VW has three 4-cyl. gas turbos in this year's Ward's 10 Best Engines competition, powering the VW Golf and GTI and Audi S3. To stand out in this crowd, an engine will need great fuel economy, lively step-off and a smooth demeanor in casual driving.

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VW, Audi Small Turbos for Ward's 10 Best Engines

The '14 Jetta we tested last year stickered for $23,985, compared with $21,815 for the fun and functional '15 Golf TSI hatchback we are evaluating this fall. Stepping up the displacement ladder in the EA888 engine family brings us to the 2.0L turbo, which makes 220 hp in the new VW GTI and 292 hp in the '15 Audi S3.

FULL ARTICLE

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The race to 54.5 mpg by 2025 is on.

ArcelorMittal's commercially available advanced steel grades, coupled with emerging and longer-term breakthrough steels, provide Body-in-White weight reduction solutions that will help automakers achieve 54.5 mpg by 2025, at a lower cost – and with lower total life cycle CO2 emissions – than competing materials. Click Here

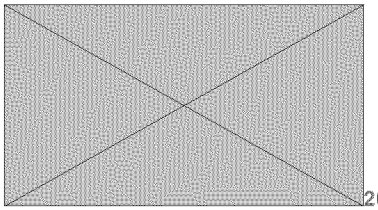
2014 Los Angeles Auto Show World Debuts

GALLERY
Key new-model world introductions at this year's Los Angeles Auto Show.

Explorer Goes Upmarket; Adds 2.3L

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EcoBoost to Mix


2014 Los Angeles Auto Show

Ford is taking the Explorer even more upscale to compete directly with the Jeep Grand Cherokee and GMC Acadia SUVs, which have more-lucrative, higher-priced models in their lineups.

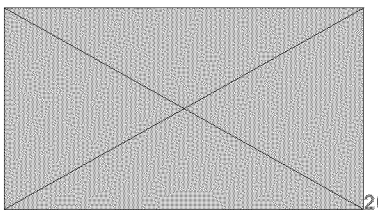
FULL ARTICLE

'16 Ford Explorer Unveiled

Set for its public unveiling today at the auto show here and due to hit U.S. showrooms next summer, the revised Explorer features a few styling tweaks, including a more-sculpted hood, but most of the news is around its new top-of-the-line Platinum trim level.

FULL ARTICLE

Chrysler Aims to Recapture Magic With New '15 300 Sedan


2014 Los Angeles Auto Show

Chrysler seeks to replicate impactful design of original '05 300 with new version.

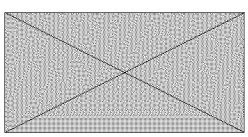
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'15 Chrysler 300

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Chrysler seeks to recreate the magic of the original '05 Chrysler 300 fullsize sedan with the new '15 version.

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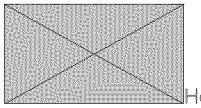
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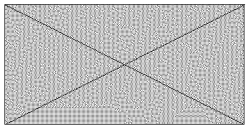
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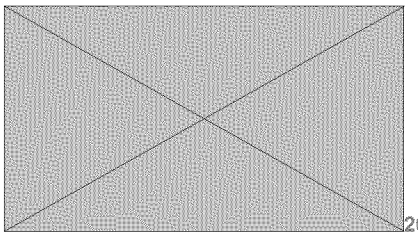
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 Honda May Take Big Image Hit, Are You My Mother?, Autonomy Could Drive Economy

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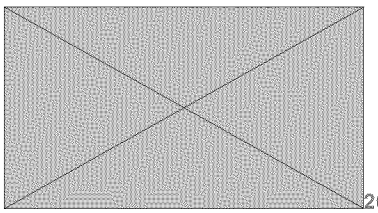
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Mazda: CX-3 Business Incremental; Diesel Still Goal

 **2014 Los Angeles Auto Show**
Mazda is targeting a young, active buyer for the CX-3, and one living in an urban area that needs a vehicle smaller in size than the CX-5, but wants utility not available in the Mazda3.

FULL ARTICLE

Mazda Takes Wraps Off All-New CX-3 CUV

 **2014 Los Angeles Auto Show**
Mazda expects new CX-3 to become a core model in its global lineup when it goes on sale next year.

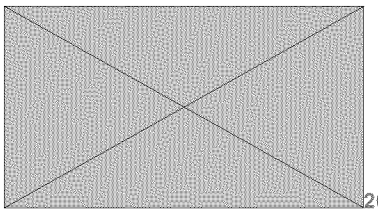
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New '15 Ford F-150 to Achieve 26 MPG, Just Shy of Ram EcoDiesel

Early builds of the new '15 Ford F-150 have been cleared for sale and will reach dealerships within a week, the automaker says.

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Hotly Anticipated Cadillac ATS-V Bows



2014 Los Angeles Auto Show
The ATS-V brandishes a 455-hp twin-turbo 3.6L V-6 spinning out 445 lb.-ft. (603 Nm) of torque. The engine mates to either a 6-speed manual transmission or an 8-speed automatic.

FULL ARTICLE

Fiat 500X New Addition to U.S. Lineup

2014 Los Angeles Auto Show
Fiat 500X designers leveraged cues from the flagship Fiat 500, including double headlamps and a trapezoidal nose.

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GM Korea Driving Career Opportunities for Women

GM Korea's oasis of equality is showing the rest of the country a more enlightened way, communications director Jina Hwang says.

FULL ARTICLE

VideoWire

GM: U.S. Economy Good; Honda Under-Reported Accidents; Two More GM-Switch Deaths

VW Confident of Plan to Speed Up Product Cycle

2014 Los Angeles Auto Show
Until now, VW has been on a 7-year replacement cycle for most of its vehicles, a cadence in line with most of its European competitors.

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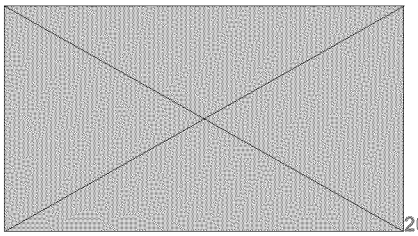
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Audi Signals Styling, Technology Future



2014 Los Angeles Auto Show

The German luxury-car maker's L.A. Auto Show offerings include a unique all-wheel-drive plug-in fuel-cell vehicle and a new styling exercise that previews a new A9 model and could reintroduce 4-wheel steering to the market.

FULL ARTICLE

Scion: Three New Models in Three Years Planned as iM Unveiled

2014 Los Angeles Auto Show

The iM concept being shown at the L.A. auto show will spawn a production model due next year and set for a New York show debut.

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Scion: FR-S Convertible, Turbo Engine Not Happening

2014 Los Angeles Auto Show

Scion: FR-S Convertible, Turbo Engine Not Happening

FULL ARTICLE

Jaguar Sees Nothing But Gains in Future; Land Rover Discovery Unveiled

2014 Los Angeles Auto Show

More production to satisfy demand should help the British automaker achieve its goals for the States, sales chief Andy Goss says.

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Lexus Certain of Surpassing 300,000, Two NAIAS Debuts Possible

December is "absolutely the best month of the year" for Lexus, says Group Vice President Jeff Bracken.

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Volkswagen e-Golf Test Drive for Ward's 10 Best Engines of 2015

The Volkswagen e-Golf Electric Vehicle, driven by editor Christie Schweinsberg, is one of 37 contenders for the 2015 Ward's 10 Best Engines competition.

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Hydrogen Fuel Cell Vehicles Next Chip in CO2 Credit Game

In 2017, California's emissions rules will change and FCVs will carry the traveling credits automakers use to remain 50-state compliant. The rule change could lead to a shift in OEM capital investment.

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Hyundai Tucson Test Drive for Ward's 10 Best Engines of 2015

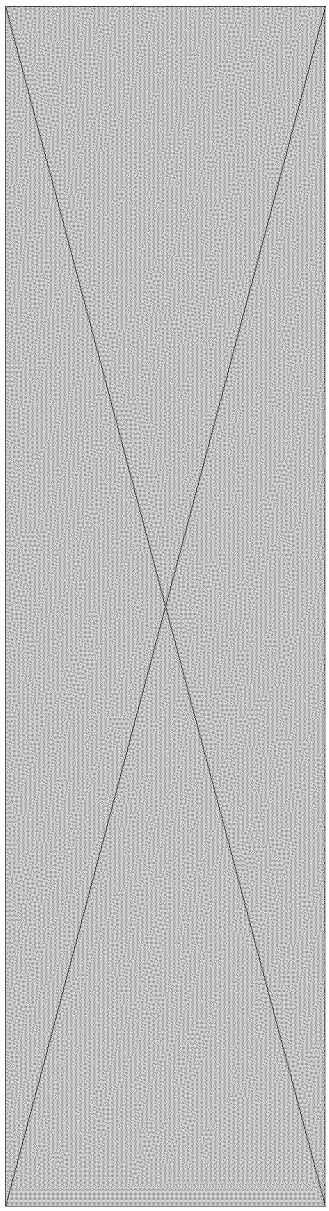
The Hyundai Tucson Fuel-Cell Vehicle, driven by editor Drew Winter, is one of 37 contenders for the 2015 Ward's 10 Best Engines competition.

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Cadillac: Product, Other Fixes Coming; Patience Required

Chief Johan de Nysschen is looking to lead Cadillac out of a "no-man's" land, where its vehicles are priced too high for legacy customers and the brand lacks the equity required to conquest Mercedes and BMW buyers.

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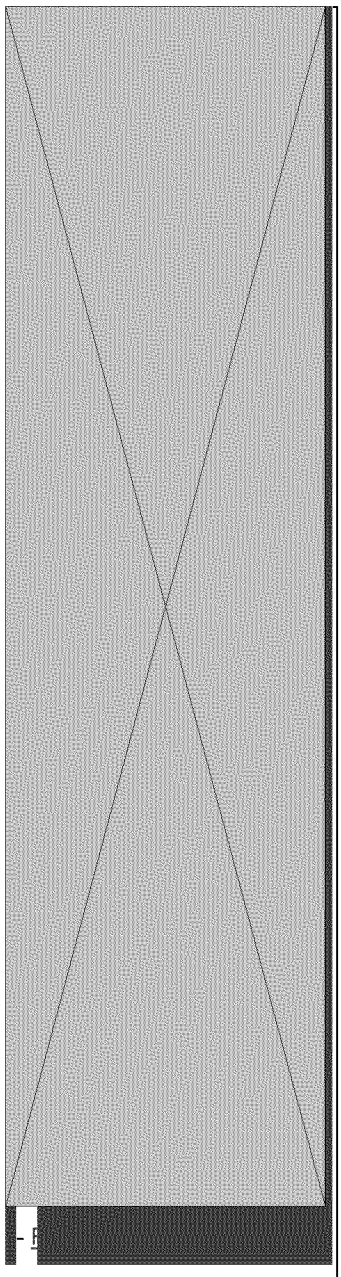
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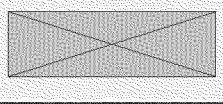
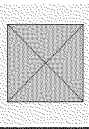
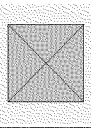
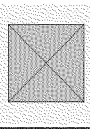
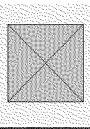
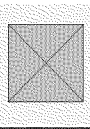
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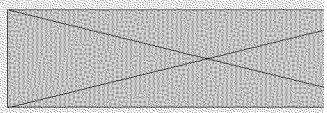
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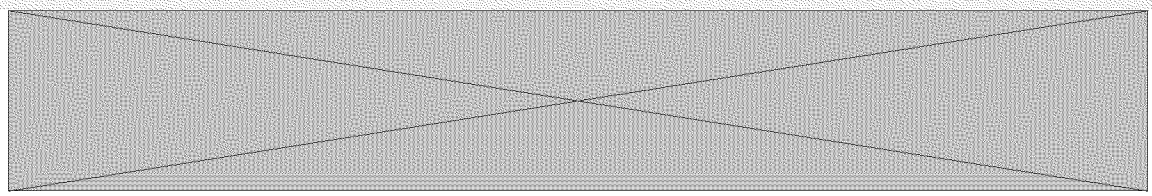
Penton | 1166 Avenue of the Americas, 10th Floor | New York, NY 10036

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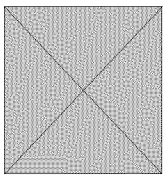
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Wed 11/26/2014 5:07:17 PM
Subject: Green Car Report Daily Headlines

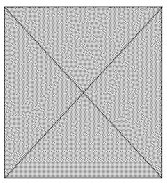
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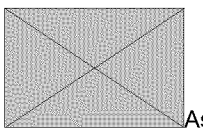
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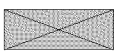
Hydrogen VW Passat Driven, Pickup Truck Fuel Economy, Tesla Factory Upgrades: Today's Car News

Nov 26, 2014 04:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 As we head into a holiday weekend here in the U.S., we've got a brief drive of the Volkswagen Passat HyMotion hydrogen fuel-cell prototype, a comparison of pickup truck fuel-economy ratings, and details on upgrades to Tesla's California factory. All this and more on Green Car Reports. Corporately-aligned carmakers Nissan and Renault together pass...

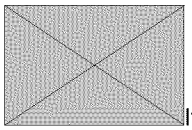
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BMW To Phase Out Combustion Engines When? 10 Years, Analyst Claims

Nov 26, 2014 04:38 pm | feedback@highgearmedia.com (John Voelcker)

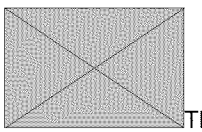
 It's a vision that seems like something from a future century: a carmaker preparing to phase out combustion engines altogether. The notion that an entire brand could walk away from the hydrocarbon-fueled engines that power more than 1 billion vehicles on our

roads--and have done since 1885--is inconceivable. And yet that's what one industry...

comments | read more

Volkswagen Passat HyMotion Hydrogen Fuel-Cell Vehicle Prototype: Brief Drive

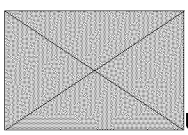
Nov 26, 2014 03:20 pm | feedback@highgearmedia.com (John Voelcker)

 The 2016 Toyota Mirai may have been the biggest news in hydrogen fuel-cell vehicles at last week's Los Angeles Auto Show, but it wasn't alone. VW Group brought two fuel-cell prototypes to the show's green-car ride and drive program, and we spent 15 minutes driving one. DON'T MISS: Volkswagen Golf SportWagen HyMotion: Hydrogen Fuel-Cell Concept At...

comments | read more

California Energy Storage: Why It's Good News For Electric Cars

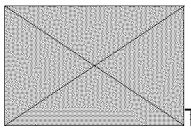
Nov 26, 2014 01:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Using stored energy to smooth out the ebb and flow of power generation has been thoroughly discussed by utilities, but now it's starting to be put into practice on a large scale. Southern California Edison (SCE) recently announced that it will purchase 250 megawatts of energy storage, as part of a larger 2,221-MW purchase of new generation assets...

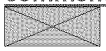
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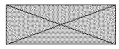
Tesla Factory Retooling Completed Ahead Of Planned Production Boost

Nov 26, 2014 01:00 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Tesla Motors has now completed upgrades to its Fremont, California, plant ahead of an expected production increase. The electric car-maker shut down the factory for two weeks in late summer to complete modifications to handle the addition of the all-wheel drive Dual Motor Model S. The company says the added capacity also helps it accommodate...

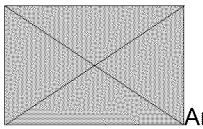
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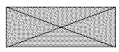
2015 Pickup Truck Fuel Economy: Ford Vs Ram Vs Chevy, Who's Best?

Nov 26, 2014 12:43 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Americans buy more full-size pickup trucks than any other vehicle type, so boosting their gas mileage has a much greater impact than improvements in smaller and more efficient cars. Since 2012, truck makers have responded to increasingly stiff corporate average fuel economy rules by steadily improving fuel efficiency in their high-volume trucks...

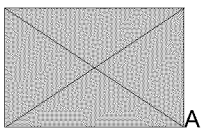
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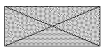
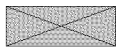


Nissan And Renault Together Pass 200,000 Electric-Car Sales

Nov 26, 2014 12:25 pm | feedback@highgearmedia.com (John Voelcker)

 A little less than four years ago, the first 2011 Nissan Leaf electric car was delivered to eager buyer Olivier Chalouhi in San Francisco. Earlier this month, Nissan and its partner the French carmaker Renault delivered their 200,000th electric car. DON'T MISS: Three Years With The First Nissan Leaf Electric Car Sold In The U.S. (Oct 2013)...

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.

To: Glas, Tobias[Tobias.Glas@vw.com]
From: Sohacki, Lynn
Sent: Wed 11/26/2014 5:29:53 PM
Subject: RE: Ex. 7

Hi, Tobias.

I just got your email. I was out yesterday. I apologize if Jim has already gotten back to you.

I have not heard of any specific evap issues. I'd suggest contacting the Verify Help Desk at 1-888-890-1995 or verifyhelp@csc.com. They are usually the first line of contact when there are Verify issues.

Have a great Thanksgiving.

Lynn

From: Glas, Tobias [mailto:Tobias.Glas@vw.com]
Sent: Tuesday, November 25, 2014 1:54 PM
To: Snyder, Jim; Sohacki, Lynn
Subject: Ex. 7

Hi Lynn, hi Jim,

I tried to submit the IUVP data for a Diesel car and got a rejection because of some EVAP related stuff.

I don't really understand what the problem is, may be you can shine some light on that?

Thank you

Tobias Glas

In-Use Emission Compliance Specialist

Engineering & Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 494-1537

Fax: (248) 754-4207

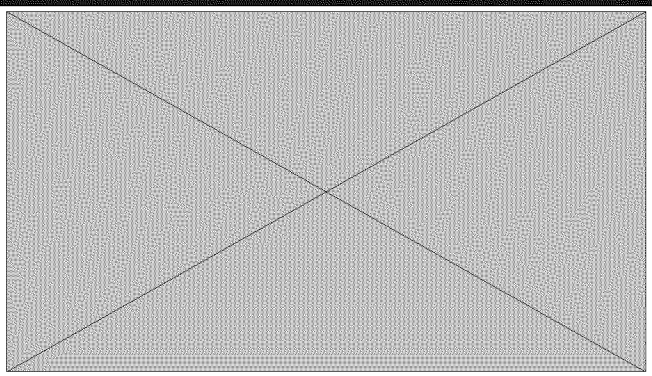
E-Mail: Tobias.Glas@vw.com

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: DrivingtheNation.com newsletter
Sent: Sat 11/29/2014 10:59:01 PM
Subject: 11/28/14 - Audi A3, Volvo & Google, VW e-golf, Colorado vs Canyon, climate change, list your used car for free

Carlist classifieds

- 2010 Volkswagen Jetta tdi
- 2012 Toyota Corolla/s/le
- 2010 Toyota Corolla/s/le/xle
- 2008 Ford Mustang gt
- 2012 Toyota Prius

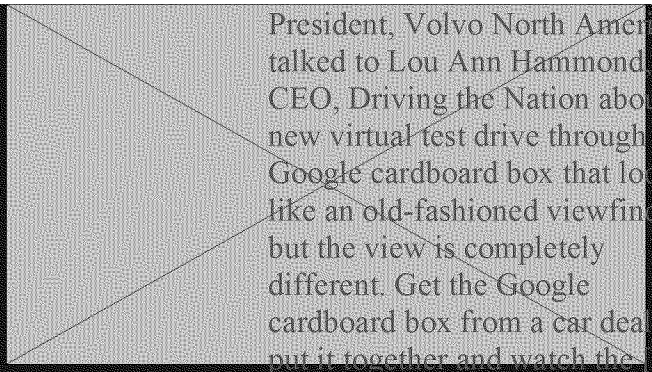
2015 Audi A3 sedan in the USA on Driving Nation



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Volvo & Google create a virtual test drive in the XC90 on Driving the Nation

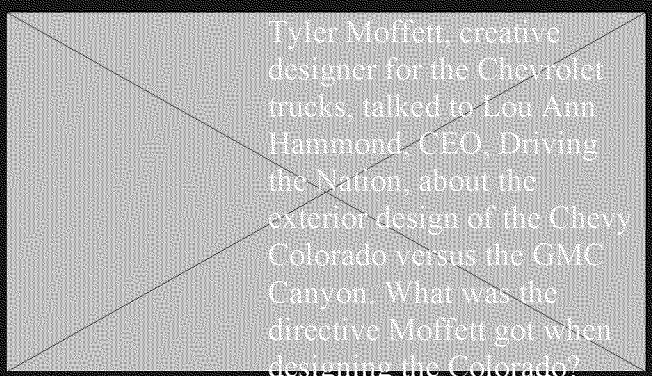
Bodil Eriksson, Executive Vice



President, Volvo North America, talked to Lou Ann Hammond, CEO, Driving the Nation about the new virtual test drive through a Google cardboard box that looks like an old-fashioned viewfinder, but the view is completely different. Get the Google cardboard box from a car dealer, put it together and watch the [...]

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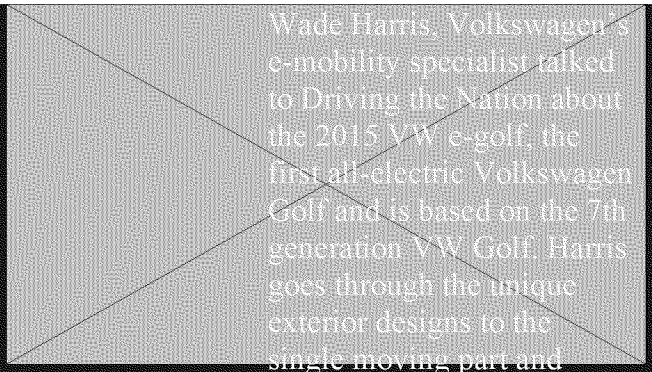
2015 Chevy Colorado versus the 2015 GMC Canyon design on Driving the Nation



Tyler Moffett, creative designer for the Chevrolet trucks, talked to Lou Ann Hammond, CEO, Driving the Nation, about the exterior design of the Chevy Colorado versus the GMC Canyon. What was the directive Moffett got when designing the Colorado? Which vehicle does Moffett thinks looks more industrial, the Colorado or Canyon?

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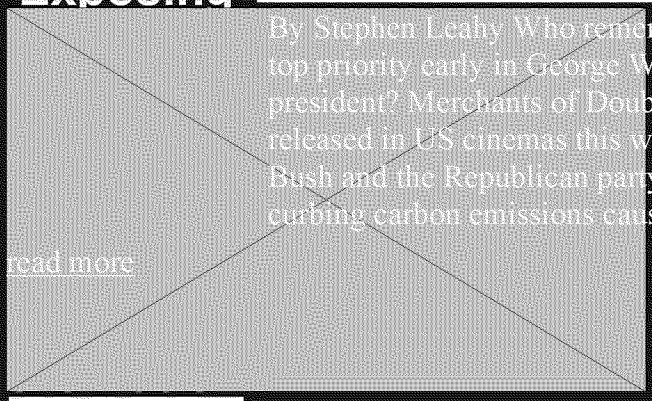
2015 Volkswagen's first e-golf on Driving the Nation



Wade Harris, Volkswagen's e-mobility specialist talked to Driving the Nation about the 2015 VW e-golf, the first all-electric Volkswagen Golf and is based on the 7th generation VW Golf. Harris goes through the unique exterior designs to the single moving part and single speed transmission. Which system does Volkswagen use to cool the battery? Volkswagen [...]

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Exposing



By Stephen Leahy Who remembers that climate change top priority early in George W Bush's first term as US president? Merchants of Doubt, a new documentary film released in US cinemas this week, reminds us that in Ju Bush and the Republican party were 100% committed t curbing carbon emissions causing global [...]

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2015 Hyundai Genesis sedan

2015 Subaru Legacy

2015 Jaguar F-Type

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To: Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Snyder, Jim
Sent: Mon 12/1/2014 8:18:06 PM
Subject: RE: VW Group - 2016 Application for GVGAV03.0AUE Testgroup

Any news on the GHG report?

-JIM

From: Allen, Gregory (EEO) [mailto:Gregory.Allen@vw.com]
Sent: Wednesday, November 19, 2014 2:45 PM
To: Snyder, Jim
Cc: Rodgers, William (EEO); Giles, Michael (EEO)
Subject: VW Group - 2016 Application for GVGAV03.0AUE Testgroup

Hello Jim,

Today I submitted to Verify the MY2016 Certification Application for the Audi V6 3.0L TFSI test group GVGAV03.0AUE. The Pre-model year GHG report has not yet been submitted to EPA, but should be submitted within the next week. Also, the Certification Preview meeting is scheduled for tomorrow (11/20/2014 @ 1pm). With these two topics slated to be completed by next week, if you could begin reviewing the application and preparing the Certificate of Conformity for this test group it would be greatly appreciated.

Please let me know if you have any questions / concerns with this.

Thanks Jim.

Regards,

Greg Allen

VWGoA EEO

(248)754-4209

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Allen, Gregory (EEO)
Sent: Mon 12/1/2014 8:28:33 PM
Subject: RE: VW Group - Ex. 4 - CBI

Hello Jim,

Final review meeting for the report is scheduled for tomorrow. We were hoping to have it submitted by now, but with the thanksgiving break and vacation around those days it didn't pan out as we planned.

Regards,

Greg Allen

VWGoA EEO

(248)754-4209

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Monday, December 01, 2014 3:18 PM
To: Allen, Gregory (EEO)
Subject: RE: VW Group - Ex. 4 - CBI

Any news on the Ex. 4 - CBI

-JIM

From: Allen, Gregory (EEO) [mailto:Gregory.Allen@vw.com]
Sent: Wednesday, November 19, 2014 2:45 PM
To: Snyder, Jim
Cc: Rodgers, William (EEO); Giles, Michael (EEO)
Subject: VW Group - Ex. 4 - CBI

Hello Jim,

Ex. 4 - CBI

Please let me know if you have any questions / concerns with this.

Thanks Jim.

Regards,

Greg Allen

VWGoA EEO

(248)754-4209

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Automotive News
Sent: Mon 12/1/2014 9:36:28 PM
Subject: DAILY: Will Black Friday deals steal from December? | UAW presses Mercedes in organizing push | Toyota Credit accused of discriminatory loan pricing | Remembering Ford's Robert Rewey

Today's most read story
No letup in pickup wars among Big 3

December 1, 2014

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TOP NEWS

NOVEMBER SALES PREVIEW

Black Friday deals could siphon some auto sales from December

UPDATED: 12/1/14 11:05 am ET -- Corrected
7:19 am U.S. ET | Dec 1

Black Friday, once associated with big-box retailers and shopping malls, has become a crucial day on the automotive sales calendar. Given robust demand for automobiles and rising prices, the deals are unlikely to hurt automaker's margins, analysts say. Even so, they might pull sales forward from December. ... » READ

Takata, automaker execs to testify before House on airbags Wednesday

3:12 pm U.S. ET | Dec 1

Executives of Takata, Toyota, Honda and BMW are scheduled to testify at a committee hearing of the U.S. House of Representatives on Wednesday morning. ...
» READ

Backed by ruling, UAW says Mercedes must let Ala. workers discuss organizing

2:55 pm U.S. ET | Dec 1

The UAW, backed by an NLRB ruling, pressed managers at the Mercedes-Benz assembly plant in Alabama to respect the right of workers to discuss organizing a local union while on the factory floor. ...
» READ

Toyota Motor Credit accused of discriminatory loan pricing by U.S.

12:51 pm U.S. ET | Dec 1

Toyota Motor Credit could face an enforcement action from U.S. authorities over its pricing of auto loans through dealerships and could be forced to reimburse borrowers or pay a fine. ... » READ

Robert Rewey, Ford marketing exec who moved the iron, dies at 76

1:15 pm U.S. ET | Dec 1

Robert Rewey, a former Ford sales and marketing chief who helped the company become dominant in the SUV market, pioneered leasing as an alternative to traditional financing and pushed a controversial consolidation of Ford's dealership network in the late 1990s, died Saturday at his home in Palm Beach, Fla. ... » READ

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Opel is succeeding in restoring poor image, exec says

Saab owner finds 2 Asian automakers that may invest in revival

11:52 am U.S. ET | Dec 1

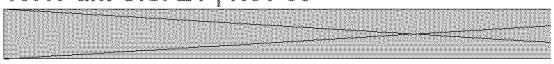
Inside Takata, tantrums, but little sense of crisis over

UPCOMING EVENTS

» January 13-14 - Automotive News World Congress
» January 22 - Automotive News Retail Forum
» April 20 - PACE

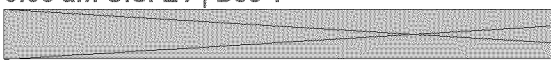
airbag recalls

10:17 am U.S. ET | Nov 30



'Investors do not want to have anything to do with Takata shares'

6:33 am U.S. ET | Dec 1



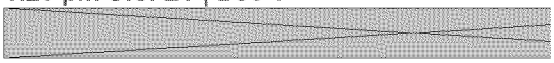
Chrysler will speed Takata airbag recall after heat from regulators

12:10 pm U.S. ET | Dec 1



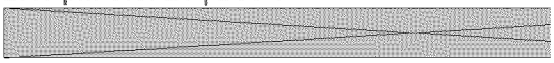
Chevrolet hires ex-Ford social media manager to bolster strategy

1:20 pm U.S. ET | Dec 1



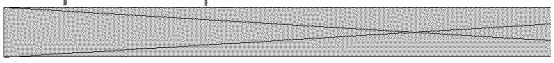
GM recalls more than 300,000 SUVs, sedans for headlamps that go dark

2:45 pm U.S. ET | Dec 1



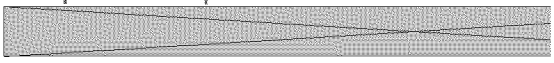
Japanese execs from T.RAD, Mitsuba agree to plead guilty to price fixing

3:15 pm U.S. ET | Dec 1



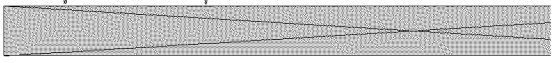
Group 1 snaps up 3 more dealerships in the UK

3:45 pm U.S. ET | Dec 1



$2 gasoline in sight for some U.S. drivers as OPEC resists cuts

4:34 pm U.S. ET | Nov 28



Mercedes-AMG plans line priced lower to help double

volume

UPDATED: 11/27/14 9:09 am ET - adds details

6:28 am U.S. ET | Nov 27

Opel is succeeding in restoring poor image, exec says

12:01 am U.S. ET | Nov 27

France wants to phase out diesel-powered passenger cars

4:02 am U.S. ET | Dec 1

BMW to roll out plug-in hybrid versions of top models

8:27 am U.S. ET | Dec 1

Fiat Chrysler to stick with Ferrari CEO

8:19 am U.S. ET | Nov 28

BMW, Audi lead shift from mass-market to luxury car output in Mexico

12:01 am U.S. ET | Nov 28

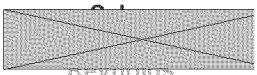
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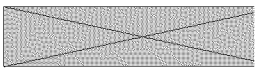
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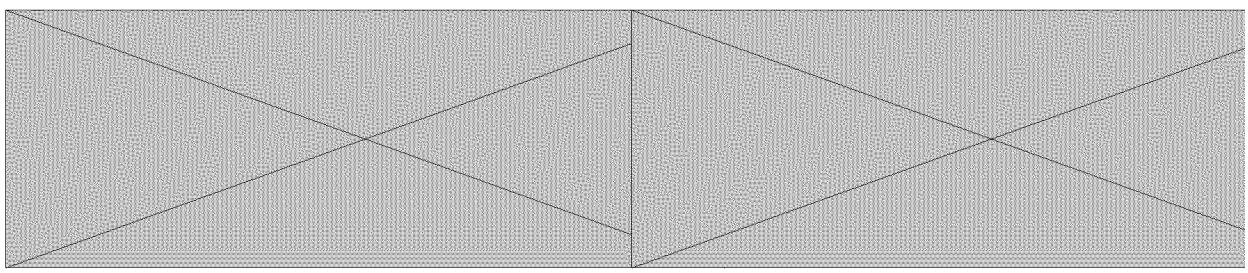
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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Mon 12/1/2014 9:36:33 PM
Subject: DAILY: Will Black Friday deals steal from December? | UAW presses Mercedes in organizing push | Toyota Credit accused of discriminatory loan pricing | Remembering Ford's Robert Rewey

Today's most read story
No letup in pickup wars among Big 3

December 1, 2014

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TOP NEWS

NOVEMBER SALES PREVIEW

Black Friday deals could siphon some auto sales from December

UPDATED: 12/1/14 11:05 am ET -- Corrected
7:19 am U.S. ET | Dec 1

Black Friday, once associated with big-box retailers and shopping malls, has become a crucial day on the automotive sales calendar. Given robust demand for automobiles and rising prices, the deals are unlikely to hurt automaker's margins, analysts say. Even so, they might pull sales forward from December. ... » READ

Takata, automaker execs to testify before House on airbags Wednesday

3:12 pm U.S. ET | Dec 1

Executives of Takata, Toyota, Honda and BMW are scheduled to testify at a committee hearing of the U.S. House of Representatives on Wednesday morning. ...
» READ

Backed by ruling, UAW says Mercedes must let Ala. workers discuss organizing

2:55 pm U.S. ET | Dec 1

The UAW, backed by an NLRB ruling, pressed managers at the Mercedes-Benz assembly plant in Alabama to respect the right of workers to discuss organizing a local union while on the factory floor. ...
» READ

Toyota Motor Credit accused of discriminatory loan pricing by U.S.

12:51 pm U.S. ET | Dec 1

Toyota Motor Credit could face an enforcement action from U.S. authorities over its pricing of auto loans through dealerships and could be forced to reimburse borrowers or pay a fine. ... » READ

Robert Rewey, Ford marketing exec who moved the iron, dies at 76

1:15 pm U.S. ET | Dec 1

Robert Rewey, a former Ford sales and marketing chief who helped the company become dominant in the SUV market, pioneered leasing as an alternative to traditional financing and pushed a controversial consolidation of Ford's dealership network in the late 1990s, died Saturday at his home in Palm Beach, Fla. ... » READ

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GM ordered to produce ex-CEO Wagoner's 2009 performance review
Mini to reduce lineup to 5 'Superhero' cars
Opel is succeeding in restoring poor image, exec says

Saab owner finds 2 Asian automakers that may invest in revival

11:52 am U.S. ET | Dec 1

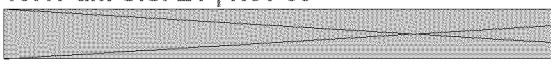
Inside Takata, tantrums, but little sense of crisis over

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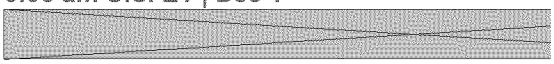
airbag recalls

10:17 am U.S. ET | Nov 30



'Investors do not want to have anything to do with Takata shares'

6:33 am U.S. ET | Dec 1



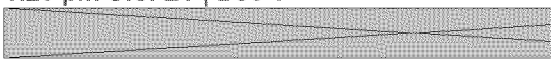
Chrysler will speed Takata airbag recall after heat from regulators

12:10 pm U.S. ET | Dec 1



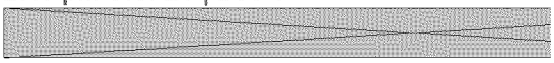
Chevrolet hires ex-Ford social media manager to bolster strategy

1:20 pm U.S. ET | Dec 1



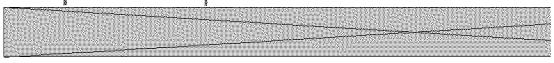
GM recalls more than 300,000 SUVs, sedans for headlamps that go dark

2:45 pm U.S. ET | Dec 1



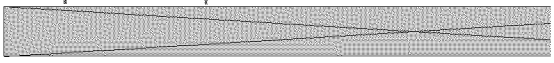
Japanese execs from T.RAD, Mitsuba agree to plead guilty to price fixing

3:15 pm U.S. ET | Dec 1



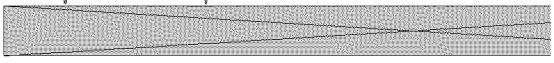
Group 1 snaps up 3 more dealerships in the UK

3:45 pm U.S. ET | Dec 1



$2 gasoline in sight for some U.S. drivers as OPEC resists cuts

4:34 pm U.S. ET | Nov 28



Mercedes-AMG plans line priced lower to help double

volume

UPDATED: 11/27/14 9:09 am ET - adds details

6:28 am U.S. ET | Nov 27

Opel is succeeding in restoring poor image, exec says

12:01 am U.S. ET | Nov 27

France wants to phase out diesel-powered passenger cars

4:02 am U.S. ET | Dec 1

BMW to roll out plug-in hybrid versions of top models

8:27 am U.S. ET | Dec 1

Fiat Chrysler to stick with Ferrari CEO

8:19 am U.S. ET | Nov 28

BMW, Audi lead shift from mass-market to luxury car output in Mexico

12:01 am U.S. ET | Nov 28

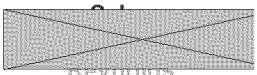
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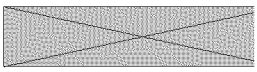
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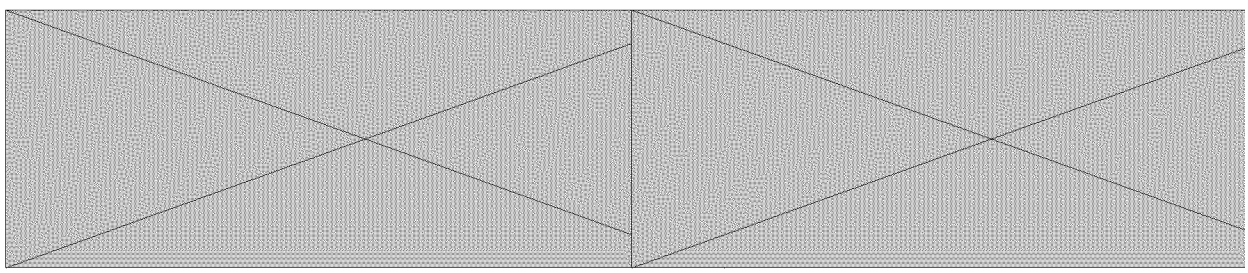
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To: Thomas, Richard (EEO)[Richard.Thomas@vw.com]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]; Rodgers, William (EEO)[William.Rodgers@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Good, David
Sent: Tue 12/2/2014 8:20:54 PM
Subject: RE: 2015 FE Guide – Errors in Verify as of November 20, 2014

Richard,

This bug in verify was suppose to be corrected in the most recent Verify Tier 3 deployment (Nov 24, 2014).

You'll probably have to correct the errors one last time, but after that Verify won't shuffle the engine configurations when you make changes to a CSI.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Wednesday, November 26, 2014 10:00 AM
To: Good, David
Cc: Snyder, Jim; Rodgers, William (EEO); Allen, Gregory (EEO)
Subject: RE: 2015 FE Guide – Errors in Verify as of November 20, 2014

Hello Dave;

I know you will first see this mail next week, but we noticed another problem with regard to the engine displacements and are currently working on correcting this error.

This is the scenario we corrected earlier this year and now we have the same issue again due to changes made to the CSI when adding models and/or engine codes to the gasoline fueled test group FVGAV02.0APA with two engine displacements (2.0L and 1.8L). Currently, whenever a change is made to add a new engine code the order of the existing Verify CSI engine configurations gets shuffled around, so that carline with the 1.8L engine now become 2.0L in the

fuel economy information.

We asked that this issue be corrected in Verify several months ago but to our knowledge it has not been taken care of yet.

The following carlines, applicable test group engine displacements and label indexes are listed here for your convenience and should appear that way on the fuel economy guide website:

Carline	disp	Index #
A3	1.8L	007
A3 Cabriolet	1.8L	006
Golf	1.8L	085 & 103
Golf SportWagen	1.8L	not labeled yet
A3 quattro	2.0L	004
A3 Cabriolet quattro	2.0L	005
GTI	2.0L	001 & 008

Please contact me with questions. I will look forward to your next audit and will verify what you will send to the website contractor.

Best regards,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Thursday, November 20, 2014 4:13 PM
To: Thomas, Richard (EEO)
Cc: Snyder, Jim
Subject: re: 2015 FE Guide – Errors in Verify as of November 20, 2014

Richard,

re: 2015 FE Guide – Errors in Verify as of November 20, 2014

Attached are the data in Verify as of November 20, 2014. Labels with pea green fill in the first few columns have errors but which need to be corrected in Verify before I can have the data posted on www.fueleconomy.gov. The errors are also highlighted in yellow fill in the column where the error occurred.

The next normal posting of 2015 FE Label data will be on December 2, 2014 (on a monthly schedule where I run the query on the 1st, 9th,15th and 23rd of the month) and send the data to DOE for posting on that day (or a day later).

Please make any needed corrections to Verify when you get a chance.

Thanks

Dave

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Tue 12/2/2014 9:52:13 PM
Subject: DAILY: Trucks, holiday deals drive Nov. sales up 5%; SAAR hits 17.2 million | NHTSA: No need for nationwide passenger-side airbag recall | Nissan returns to Super Bowl

Today's most read story
Light trucks, holiday discounts drive volume up 5%

December 2, 2014

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TOP NEWS

NOVEMBER U.S. AUTO SALES

Light trucks, holiday discounts drive volume up 5%

UPDATED: 12/2/14 3:24 pm ET - adds details
8:00 am U.S. ET | Dec 2

Spurred by a 20 percent gain at Chrysler Group and aided by Black Friday discounts and light-truck demand, U.S. light-vehicle sales jumped 5 percent last month, pushing the annualized pace of deliveries above 17 million for the second time this year. The seasonally adjusted annual rate of 17. ... » READ

NHTSA says no need for national recall of passenger airbags

UPDATED: 12/2/14 2:15 pm ET - corrected
11:54 am U.S. ET | Dec 2

The National Highway Traffic Safety Administration today confirmed that it is not yet ready to call for a nationwide recall of Takata-produced passenger airbags, easing fears that automakers could face shortages of replacement inflators. ... » READ

Airbag explosion in scrapyard has Japan weighing more recalls

6:12 am U.S. ET | Dec 2

Japan's investigation into dangerous airbags is leading to a remote scrapyard in the central Gifu prefecture, where the explosion of a car model not included in current recalls suggests automakers may have to yet again expand their safety campaigns. ... » READ

Takata faces questions on airbag risk outside humid areas

UPDATED: 12/1/14 6:50 pm ET
6:30 pm U.S. ET | Dec 1

A House panel on Wednesday is expected to press Takata for the results of recent tests that could indicate whether the supplier's airbag inflators might pose a safety hazard outside hot, humid areas. ... » READ

Nissan returns to Super Bowl advertising after nearly two decades

10:26 am U.S. ET | Dec 2

Nissan is returning to Super Bowl advertising after nearly 20 years away. A Nissan spokesman declined to say when the 60-second spot would run but confirmed that it will appear in-game and not during halftime. ... » READ

Ford warns of more U.S. declines as F-150 ramp-up begins

UPDATED: 12/2/14 4:31 pm ET - adds details
12:01 am U.S. ET | Dec 2

Ford lost U.S. market share for a fourth consecutive month in November and warned that its sales would likely continue to decline for at least several months as it ramps up production of the redesigned F-150 pickup. ... » READ

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Mini to reduce lineup to 5 'Superhero' cars

NHTSA orders Takata to undertake national airbag recall

Viral video rankings for week of 12/2/14

Chevrolet, VW brag while Kia, Dodge jam

12:01 am U.S. ET | Dec 2

2014 is almost over, and that means it's time for the annual car company boasting ritual. ... » Watch the videos

Mercedes-Benz GLE uncovered

11:00 am U.S. ET | Dec 2

Spyker files for financial restructuring

11:13 am U.S. ET | Dec 2

Toyota calls for independent Takata inflator tests throughout industry

UPDATED: 12/2/14 4:33 pm ET - adds industry reaction

2:13 pm U.S. ET | Dec 2

Ford, Chrysler, GM post rise in Canada volume

UPDATED: 12/2/14 4:23 pm ET - adds Ford results

4:00 pm U.S. ET | Dec 2

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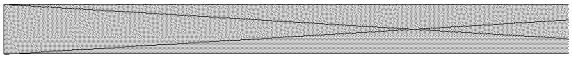
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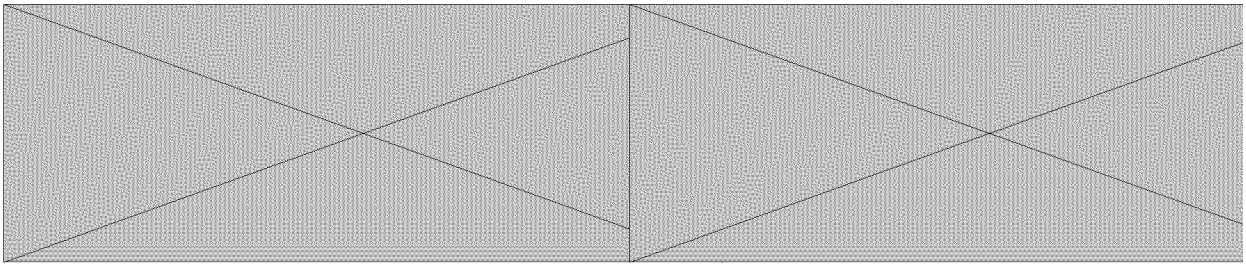
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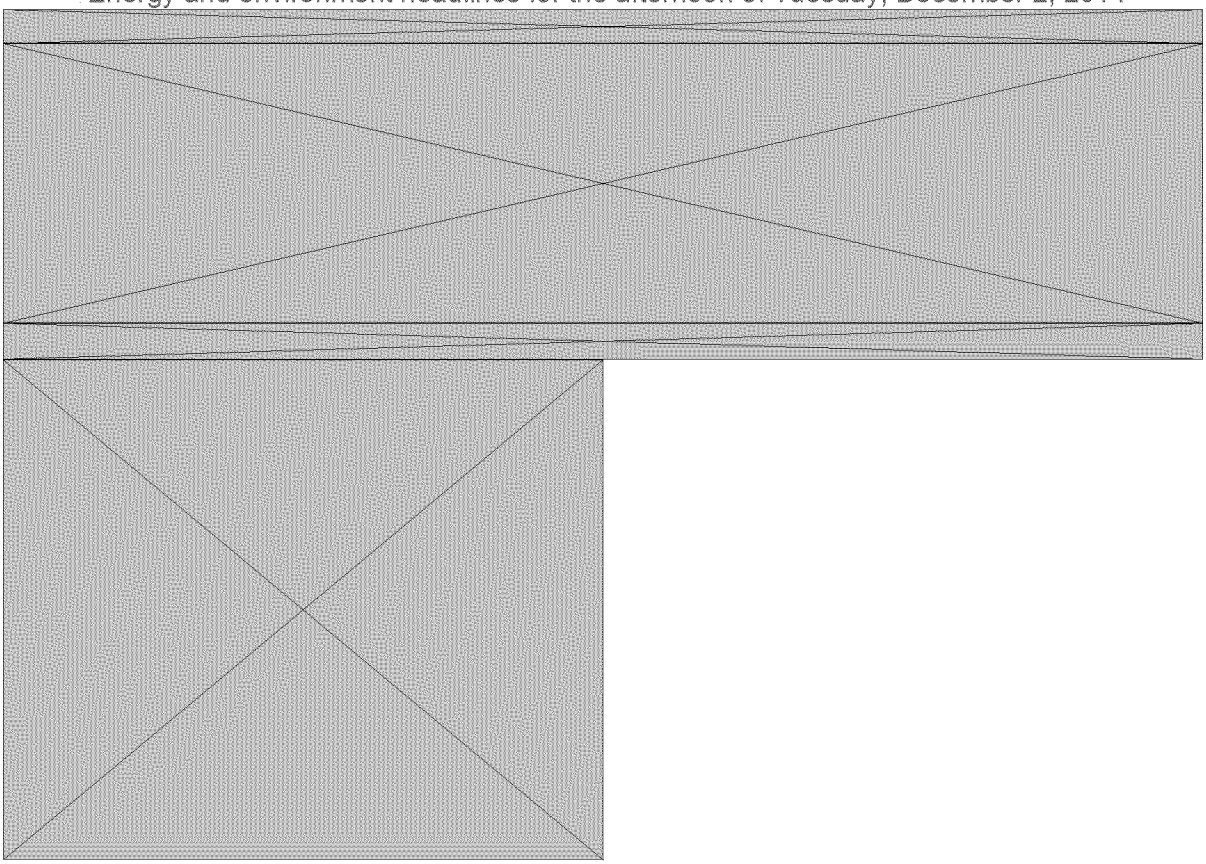


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To: Brooks, Phillip[Brooks.Phillip@epa.gov]
From: EnergyGuardian
Sent: Tue 12/2/2014 11:03:04 PM
Subject: Dems send NRC's Baran to Senate floor, again

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Energy and environment headlines for the afternoon of Tuesday, December 2, 2014



Dems send NRC's Baran to Senate floor, again

By Edward Felker

Democrats in the Senate on Tuesday pushed through committee the nomination of Jeffery Baran to an extended term on the Nuclear Regulatory Commission, over Republican objections that a hearing should be held.

None of the eight Republicans on the Environment and Public Works Committee attended the brief public business meeting held in a room off the Senate floor by the chairman, Sen. Barbara Boxer, D-Calif.

The approval puts Baran in line for a vote by the full Senate, as Democrats rush to approve President Barack Obama's nominees in a lame duck session that could close as soon as late next week.

Attendance by the panel's 10 Democrats was enough under committee rules to let them vote on Baran and two nominees to the Tennessee Valley Authority board. All Republicans voted against his nomination via written proxy votes.

Approval on the 10-8 vote sets up Baran for a Senate vote to to take over the remainder of departing NRC Chairman Allison Macfarlane's term through June, 2018.

He was first confirmed to the NRC this fall for a term that ends next June.

"These nominees are really desperately needed at these agencies," Boxer said. The committee also passed her bill to make permanent a moratorium on Clean Water Act regulations that would impose permit requirements on water discharges from smaller commercial fishing vessels.

The current moratorium is to expire on Dec. 18 and a permanent exemption is backed by a bipartisan coalition of lawmakers in Congress.

Senate Majority Leader Harry Reid, D-Nev., told reporters on Tuesday that he will try to bring a number of nominations -- incuding Baran's -- to the floor as Democrats wind down their time in the majority.

"We're going to do the very best we can and move as many as we can," Reid said. Those include a group of Energy Department nominees, he added.

Reid has already moved to reserve floor time for the nominations of Franklin "Lynn" Orr to be under secretary for science, and Joseph Hezir to be chief financial officer. Both were nominated more than a year ago.

Among the five others awaiting possible votes are Ellen D. Williams to head the Advanced Research Projects Agency-Energy, or ARPA-E, and Christopher Smith to be assistant secretary for fossil energy. Smith is currently the deputy assistant secretary and has been awaiting a floor vote the longest, since being nominated in September 2013.

Boxer sought last month to bring up Baran's nomination for a vote but was blocked by the ranking Republican on the environment panel, Sen. David Vitter of Louisiana, who has said a hearing should be held first.

Vitter has raised questions about the qualifications of Baran, a former House committee staffer, since his original nomination earlier this year.

Vitter issued a statement noting that he asked Boxer to let Republicans use a hearing

scheduled for Wednesday with the full NRC to question Baran on the nomination, but that the request was rejected.

"Clearly, it is irresponsible to extend Jeff Baran's term considering how he lacks the necessary scientific experience and education, especially without a full Committee hearing to consider his nomination for a full term," Vitter said.

Baran won the backing of just two Republicans when he was confirmed by the Senate in September. One of them was Sen. James Inhofe of Oklahoma, R-Okla., who is expected to chair the environment committee starting in January.

Republicans will not have the votes to stop Baran's confirmation by the full Senate under rules put into place by Democrats to approve non-Supreme Court nominees by a simple majority vote.

Left unknown for now is who Obama will nominate to take over the commission chairmanship after Macfarlane leaves at the end of December for a post at George Washington University. Observers are watching to see whether he taps former NRC counsel Stephen Burns, who also joined the commission this fall.

Also yet to be named is a nominee to fill the open Democratic seat on the five-member commission created by Macfarlane's resignation.

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Tax extenders looking likely as Congress pushes to wrap up

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Fiery risk? Air shipments of batteries questioned

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Slide in oil prices could affect lawmakers' policy debates

Low oil prices to have little short-term impact on renewable investment

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Scientists can talk to media: EPA

Denton fracking ban takes effect

Arizona utility proposes new solar fees

Upcoming Events

Tax extenders looking likely as Congress pushes to wrap up

By David Espo and Erica Werner

WASHINGTON (AP) — Year-end holidays beckoning, House Republicans struggled Tuesday to coalesce behind a plan that avoids a government shutdown next week and simultaneously challenges President Barack Obama's decision to spare millions of immigrants from deportation.

A separate bipartisan bill to extend dozens of expiring tax breaks was on a more certain track for approval, even though it would increase federal red ink by an estimated \$44 billion over a decade. Republicans supported it, although they intend to mount a strong anti-deficit campaign next year, and the White House signaled that Obama would sign the one-year measure after threatening to veto a longer-term version.

The one-year tax bill would keep alive several breaks in wide use, as well as others more narrowly targeted.

Extending a tax credit for facilities that produce wind and other renewable energy resources was the largest single item, at more than \$9 billion over a decade.

More

Promotions, gas prices boost US auto sales

By Dee-Ann Durbin and Tom Krisher

DETROIT (AP) — American shoppers passed on the malls and headed to the car dealerships over Thanksgiving weekend.

Black Friday promotions — coupled with falling gas prices, low-interest loans and hot new vehicles — drove U.S. auto sales higher in November, kicking off what's expected to be a strong holiday season.

Subaru and Chrysler led the major automakers in sales gains. Both saw sales increase around 20 percent on strong demand for their small SUVs. It was Subaru's best November ever and Chrysler's best November in 13 years.

General Motors, Toyota, Honda and Volkswagen also reported gains. Ford, Hyundai and Nissan all reported sales declines.

More

Fiery risk? Air shipments of batteries questioned

By Joan Lowy

WASHINGTON (AP) — Dramatic U.S. government test results raise new concern that bulk shipments of rechargeable lithium batteries carried as cargo on passenger planes are susceptible to fires or explosions that could destroy the airliners.

Yet U.S. and international officials have been slow to adopt safety restrictions that might affect the powerful industries that depend on the batteries and the airlines that profit from shipping them. The batteries are used in products ranging from cellphones and laptops to hybrid cars.

Shipments of rechargeable batteries on passenger planes are supposed to be limited to no more than a handful in a single box, under safety standards set by the U.N.'s International Civil Aviation Organization and adopted by the U.S. and other nations. But a loophole permits shippers to pack many small boxes into one shipment and get around the rules. Tens of thousands of the batteries may be packed into pallets or containers and loaded into the cargo holds of wide-body passenger planes.

In an April test by the Federal Aviation Administration, a cargo container was packed with 5,000 lithium-ion batteries and a cartridge heater added to simulate a single battery experiencing uncontrolled overheating. The heat from the cartridge triggered escalating overheating in nearby batteries, which spread in a chain reaction. Temperatures reached

about 1100 degrees Fahrenheit.

More

Clinton: Protect Obama's environmental actions

By Deepti Hajela

NEW YORK (AP) — Steps that President Barack Obama has taken to help the environment must be protected, former Secretary of State Hillary Rodham Clinton said, but she avoided the contentious issue of the Keystone XL pipeline in remarks to a group that vigorously opposes it.

Clinton spoke Monday at a dinner of the League of Conservation Voters, which has come out strongly in urging elected officials to reject the project. Her speech followed a private fundraising event for a senator who supports the pipeline.

Clinton stopped short of making any direct reference to the Keystone project, which would run from Canada to Nebraska, connecting existing pipelines to carry more than 800,000 barrels of crude oil a day to refineries along the Texas Gulf Coast.

She told the audience that this is an exciting time for environmental action, and mentioned progress like the agreement the U.S. reached with China a few weeks ago over cutting emissions, which Clinton said must be safeguarded.

More

Iran dismisses UN probe of alleged work on nukes

By George Jahn

VIENNA (AP) — Iran says that the UN atomic agency is out of line in pushing for new information on allegations that the country worked on nuclear weapons, and appears to serve notice that it will not cooperate with such an investigation.

The probe is separate from newly extended talks between Iran and six world powers meant to reduce Iran's technical capacity to make nuclear weapons by reconfiguring what it says are purely civilian projects. But its failure would throw hopes of a deal at the talks into doubt because the U.S. says an agreement can be reached only if the U.N.'s International Atomic Energy Agency is satisfied with the probe and its final results.

In its statement on the IAEA's website, Tehran said the agreement signed last year with the IAEA did not include any pledges of cooperation by Tehran in any investigation of the alleged weapons work.

"Iran has not recognized such irrelevant notions," said the note dated Monday.

In another indication that the newest probe would fail, the note repeated language Tehran used rejecting cooperation during past investigations. It said the allegations are based on "forged documents" and hinted they were the work of Israel or the U.S.

More

A message from America's Natural Gas Alliance

A solar power plant that works all night. Natural gas allows Florida Power & Light to produce clean energy 24/7. Think about it.

Learn more at www.thinkaboutit.org.

Experts warn Germany will miss electric car target

By The Associated Press

BERLIN (AP) — Germany looks set to fail in its ambitious plan to put a million electric cars on the road by 2020.

An expert panel has warned that only half the target number will be achieved unless the government spends millions to make electric cars more attractive to buyers.

The panel — made up of experts from industry, science and politics — said in a report Tuesday that the government should invest more money in research and development, and let businesses deduct half the purchase price of electric cars from tax.

At present, just 24,000 electric cars are registered in Germany.

More

E.ON says it's got German nuclear shutdown covered

By The Associated Press

BERLIN (AP) — The chief executive of German utility E.ON says it has enough money set aside to cover the cost of shutting down its nuclear plants, even after the company splits in two next year.

Johannes Teyssen's responded Tuesday to concerns in Germany that the yet unnamed new company, which will also hold E.ON's conventional assets, could be used as a 'bad bank' to free E.ON from its nuclear legacy.

Teyssen told reporters in Berlin that E.ON has considerable reserves and all nuclear costs are fully covered.

Germany aims to shut down all nuclear plants by 2022, and ramp up power generation from renewable sources — an area that now intends to focus on.

More

Iranian hackers targeting energy, transportation firms: Report

Iranian hackers have been targeting key companies in 16 countries around the world, including U.S. power firm Calpine, Saudi Aramco and Mexican oil giant Pemex, according to a study by cybersecurity company Cylance, Reuters reports.

More

Lawsuit tries to block DOT-111s from carrying crude

Earthjustice says it has filed a lawsuit in the 9th Circuit Court of Appeals on behalf of the Sierra Club and ForestEthics, demanding that the Department of Transportation immediately move to block older DOT-111 rail cars from carrying crude, FuelFix reports.

More

Interim targets for EPA's carbon rule come in for criticism

Critics in a number of different sectors are unhappy with the way the Environmental Protection Agency sets interim goals for states in its rule to reduce carbon emissions from existing power plants, but those offering opinions don't agree on how to improve that part of the proposal, E&E reports.

More

Whales pose fresh obstacle for TransCanada's Energy East

The determination by a Canadian wildlife panel that beluga whales in the St. Lawrence River are endangered has moved TransCanada to pause studies for the oil export terminal it is proposing for Cacouna as part of the Energy East pipeline project, Bloomberg reports.

More

Volatile oil plunges on Iraq deal, strong dollar

Iraq's agreement with the Kurdish regional government to settle a dispute over crude,

combined with a jump in the dollar, sent oil prices sliding again Tuesday, wiping out big gains made the day before. U.S. benchmark crude sunk \$2.12 to \$66.88 on the Nymex, while in London Brent dropped 2.76 percent, or \$2.00, to settle at \$70.54, Reuters reports.

More

Slide in oil prices could affect lawmakers' policy debates

Major energy issues, from lifting the ban on crude exports to increasing the gasoline tax to reforming the biofuels mandate, would likely be affected if the steep decline in oil prices holds, E&E reports.

More

Low oil prices to have little short-term impact on renewable investment

The drop in oil prices in recent months may cause drillers to cut back on spending, but it won't have an immediate impact on investment in renewable energy, Bloomberg reports.

More

2nd major deepwater discovery comes online in the Gulf

Weeks after Hess announced it was bringing up oil from the Tubular Bells field, Chevron's Jack/St. Malo hub has started producing oil and gas from a depth of 7,000 feet, Platts reports.

More

Scientists can talk to media: EPA

The Environmental Protection Agency, after coming in for criticism, has issued what it calls a clarification of its guidance to scientists on its advisory committees, declaring they are free to respond to queries from the media, The Hill reports.

More

Denton fracking ban takes effect

The fracking ban -- the first in Texas -- that was approved by Denton voters on election day formally took effect Tuesday, but since the town had already imposed a moratorium on issuing new well permits there didn't appear to be any immediate impact, the Fort Worth Star Telegram reports.

More

Arizona utility proposes new solar fees

Customers of Salt River Project municipal utility in Arizona who plan to add solar power to their homes after next week would face an additional fee of \$50 a month to help the utility maintain the grid, under a proposal its board will vote on in February, The Arizona Republic reports.

More

Upcoming Events

- Dec. 2, Washington: Senate Environment and Public Works Committee hearing on Super Pollutants Act of 2014. Expert witnesses. 2:15 pm , Dirksen 406.
- Dec. 2, Washington: Senate Environment and Public Works Committee business meeting to vote on pending nominations, including NRC member Jeffery Baran to fill term of Allison Macfarlane. 11:30 am , Capitol S-219.
- Dec. 2, Washington: Association for Demand Response & Smart Grid hosts National Summit on Smart Grid & Climate Change. Through Wednesday. Tuesday speakers include FERC Chairman Cheryl LaFleur. Wednesday speakers include White House counselor John Podesta. 8:30 am , Reagan Center.
- Dec. 3, Washington: Senate Finance Energy, Natural Resources, and Infrastructure Subcommittee hearing, "Natural Gas Vehicles: Fueling American Jobs, Enhancing Energy Security, and Achieving Emissions Benefits." Expert witnesses. 2:30 pm , Dirksen 215.
- Dec. 3, Washington: Resources for the Future seminar, "Carbon Cap and Trade in China: From Experimentation to Nationalization?" RFF experts, EPA analyst Jeremy Schreifels to speak. 12:30 pm , 1616 P St., N.W.
- Dec. 3, Washington: Senate Environment and Public Works Committee hearing, "NRC's Implementation of the Fukushima Near-Term Task Force Recommendations and other Actions to Enhance and Maintain Nuclear Safety." NRC members to testify. 10:00 am , Dirksen 406.
- Dec. 3, Washington: Association for Demand Response & Smart Grid hosts National Summit on Smart Grid & Climate Change, Day 2. White House counselor John Podesta to deliver morning keynote address. 8:30 am , Reagan Center.

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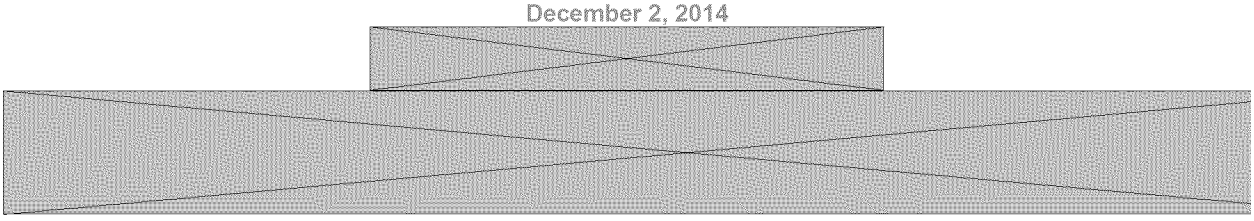
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From: Automotive News
Sent: Tue 12/2/2014 11:08:49 PM
Subject: U.S. SALES REPORT: Setting the stage for a "huge" December -- Plenty of incentive money left after November volume rises 5%

December 2, 2014



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Setting the stage for a "huge" December

Plenty of incentive money left after Nov. sales rise 5%

5:30 pm U.S. ET | Dec 2

Timely automaker Black Friday promotions and a strong economy drove U.S. auto sales higher in November. Look for more of the same this month. ... » READ

Honda sets November record on crossover volume; Acura gains 2%

12:01 am U.S. ET | Dec 2

A sustained appetite for big and small crossovers lifted American Honda Motor's sales 5 percent to 121,814 units in November. ... » READ

Ford warns of more U.S. declines as F-150 ramp-up begins

12:01 am U.S. ET | Dec 2

Ford lost U.S. market share for a fourth consecutive month in November and warned that its sales would likely continue to decline for at least several months as it ramps up production of the redesigned F-150 pickup. ... » READ

Thanksgiving deals, trucks lift Toyota

12:01 am U.S. ET | Dec 2

Toyota Motor Sales U.S.A.'s sales rose 3 percent to 183,346 units in November, fueled by demand for SUVs and crossovers. ... » READ

GM's revamped truck lineup fuels 6% advance

ON THE BLOGS

JESSE SNYDER

The good times keep rolling along

12:01 am U.S. ET | Dec 2 » READ

Nissan slips as older models change over

12:01 am U.S. ET | Dec 2

Mercedes wins November U.S. luxury crown, trails BMW for annual title

9:00 am U.S. ET | Dec 2

Hyundai falls 4% as small cars tumble

12:01 am U.S. ET | Dec 2

Chrysler volume jumps 20% as 11 of 21 models set records

12:01 am U.S. ET | Dec 2

Ford, Chrysler, GM post gains in Canada

4:00 pm U.S. ET | Dec 2

Light trucks, holiday discounts drive volume up 5%

8:00 am U.S. ET | Dec 2

WINNERS AND LOSERS

% change in sales among brands

	Winners	Nov.		Winners	11 mos.		Losers	Nov.		Losers	11 mos.
1	Maserati	35.6%	1	Maserati	210.4%	1	Scion	-21.4%	1	Mini	-17.4%
2	Ram	30.7%	2	Jeep	43.9%	2	Land Rover	-20.8%	2	Scion	-15.3%
3	Chrysler Division	29.6%	3	Mitsubishi	27.4%	3	Cadillac	-18.7%	3	Volkswagen division	-10.9%
4	Buick	27.0%	4	Ram	26.7%	4	Smart	-15.0%	4	Volvo	-8.7%
5	Jeep	26.6%	5	Subaru	20.6%	5	Volvo	-14.4%	5	Jaguar	-8.6%

Top Selling Light Vehicles

		Nov.			11 mos.
1	Ford F series	59,049	1	Ford F series	679,49
2	Chevrolet Silverado	42,799	2	Chevrolet Silverado	471,91
3	Ram	35,865	3	Toyota Camry	396,98
4	Honda CR-V	32,378	4	Ram	395,56

5	Toyota Camry		Honda Accord	
6	Toyota Corolla/ Matrix	25,609	6 Toyota Corolla/ Matrix	309,37
7	Ford Escape	25,528	7 Nissan Altima	303,31
8	Honda Accord	25,275	8 Honda CR-V	302,65
9	Honda Civic	23,060	9 Honda Civic	300,64
10	Chevrolet Cruze	22,857	10 Ford Fusion	283,69

Top Selling Cars

		Nov.		11 mos.
1	Toyota Camry	28,846	1 Toyota Camry	396,98
2	Toyota Corolla/ Matrix	25,609	2 Honda Accord	356,78
3	Honda Accord	25,275	3 Toyota Corolla/ Matrix	309,37
4	Honda Civic	23,060	4 Nissan Altima	303,31
5	Chevrolet Cruze	22,857	5 Honda Civic	300,64
6	Nissan Altima	22,834	6 Ford Fusion	283,69
7	Ford Fusion	20,263	7 Chevrolet Cruze	255,26
8	Hyundai Sonata	18,515	8 Ford Focus	204,75
9	Volkswagen Jetta	15,633	9 Hyundai Elantra	203,16
10	Ford Focus	14,862	10 Hyundai Sonata	199,01

Top Selling Light Trucks

		Nov.		11 mos.
1	Ford F series	59,049	1 Ford F series	679,49
2	Chevrolet Silverado	42,799	2 Chevrolet Silverado	471,91
3	Ram	35,865	3 Ram	395,56
4	Honda CR-V	32,378	4 Honda CR-V	302,65
5	Ford Escape	25,528	5 Ford Escape	280,60
6	GMC Sierra	22,544	6 Toyota RAV4	244,70
7	Toyota RAV4	21,108	7 Chevrolet Equinox	220,94
8	Chevrolet Equinox	18,536	8 Ford Explorer	191,53

9	Jeep Cherokee			GMC Sierra		
10	Ford Explorer	16,382	10	Nissan Rogue	184,32	

Table sorted by year-to-date sales

	Nov. 2014	Nov. 2013	% change	11 mos. 2014	11 mos. 2013	% change
Buick	19,143	15,072	27%	208,606	190,130	10%
Cadillac	13,148	16,172	-19%	154,600	164,378	-6%
Chevrolet	149,673	145,089	3%	1,848,504	1,793,632	3%
GMC	43,854	35,727	23%	448,815	407,781	10%
General Motors	**225,818**	**212,060**	**6%**	**2,660,525**	**2,555,921**	**4%**
Ford division	178,221	182,978	-3%	2,167,162	2,194,934	-1%
Lincoln	8,113	6,727	21%	84,784	73,710	15%
Ford Motor Co.	**186,334**	**189,705**	**-2%**	**2,251,946**	**2,268,644**	**-1%**
Lexus	27,472	25,611	7%	271,510	239,090	14%
Scion	3,907	4,968	-21%	54,192	63,998	-15%
Toyota Division	151,967	147,465	3%	1,833,012	1,742,111	5%
Toyota/Scion	*155,874*	*152,433*	2%	*1,887,204*	*1,806,109*	5%
Toyota Motor Sales	**183,346**	**178,044**	**3%**	**2,158,714**	**2,045,199**	**6%**
Chrysler Division	27,243	21,024	30%	277,855	282,222	-2%
Dodge	42,108	41,506	1%	527,577	548,654	-4%
Ram	40,864	31,255	31%	420,511	331,815	27%
Fiat	3,111	3,075	1%	42,337	39,491	7%
Jeep	57,489	45,415	27%	629,074	437,179	44%
Chrysler Group	***170,815***	***142,275***	***20%***	***1,897,354***	***1,639,361***	***16%***
Alfa Romeo	24	-	-	24	-	-
Ferrari*	175	171	2%	1,925	1,881	2%
Maserati	1,203	887	36%	11,531	3,715	210%
Fiat Group	***1,402***	***1,058***	***33%***	***13,480***	***5,596***	***141%***
Fiat Chrysler Automobiles**	**172,217**	**143,333**	**20%**	**1,910,834**	**1,644,957**	**16%**
Acura	14,857	14,559	2%	150,034	149,685	0%
Honda Division	106,957	101,948	5%	1,253,557	1,240,372	1%
American Honda Motor Co.	**121,814**	**116,507**	**5%**	**1,403,591**	**1,390,057**	**1%**
Infiniti	11,398	13,152	-13%	105,323	103,223	2%
Nissan Division	91,790	93,376	-2%	1,164,254	1,035,439	12%
Nissan North America	**103,188**	**106,528**	**-3%**	**1,269,577**	**1,138,662**	**12%**
Hyundai division	53,672	56,005	-4%	661,211	657,778	1%
Kia	44,936	45,411	-1%	534,647	501,548	7%
Hyundai-Kia	**98,608**	**101,416**	**-3%**	**1,195,858**	**1,159,326**	**3%**
Audi	16,640	13,636	22%	162,773	141,048	15%
Bentley	323	323	0%	2,591	2,522	3%
Lamborghini*	59	58	2%	649	632	3%
Porsche	4,699	3,966	19%	43,732	39,077	12%
VW division	31,725	30,727	3%	332,911	373,689	-11%
VW Group Of America	**53,446**	**48,710**	**10%**	**542,656**	**556,968**	**-3%**
Subaru	**45,243**	**36,621**	**24%**	**463,740**	**384,511**	**21%**
BMW division	31,019	31,752	-2%	298,212	271,891	10%
Mini	5,009	4,575	10%	49,497	59,910	-17%
Rolls-Royce*	75	72	4%	825	782	6%
BMW Group	**36,103**	**36,399**	**-1%**	**348,534**	**332,583**	**5%**
Maybach	-	-	-	-	6	-100%
Mercedes-Benz	37,110	36,388	2%	318,839	298,507	7%

Smart USA						
Daimler AG	37,925	37,347	2%	328,319	306,922	7%
Mazda	21,242	20,754	2%	280,993	260,982	8%
Mitsubishi	6,534	6,071	8%	71,098	55,804	27%
Jaguar	1,253	1,446	-13%	14,090	15,408	-9%
Land Rover	3,644	4,601	-21%	45,711	44,246	3%
Jaguar Land Rover N.A.	4,897	6,047	-19%	59,801	59,654	0%
Volvo Cars N.A.	3,623	4,233	-14%	51,446	56,345	-9%
Tesla*	2,200	1,300	69%	24,200	19,310	25%
Suzuki	-	-	-	-	5,946	-100%
Other***	117	114	3%	1,279	1,246	3%
U.S. LIGHT VEHICLE	1,302,655	1,245,189	5%	15,023,111	14,243,037	6%

*Estimate
**Fiat S.p.A. purchased the remaining 41.46% stake in Chrysler Group from the UAW's VEBA Trust on Jan. 20, 2014.
***Includes estimates for Aston Martin, Ferrari and Lotus

Highlights

Mfgr. highest volume - Nov.	GM	225,818	Mfgr. highest volume - 11 mos.	GM	2,660,525
Mfgr. gained the most volume - Nov.	Fiat Chrysler Automobiles†	28,884	Mfgr. gained the most volume - 11 mos.	Fiat Chrysler Automobiles	265,877
Mfgr. lost the most volume - Nov.	Ford Motor Co.	(3,371)	Mfgr. lost the most volume - 11 mos.	Ford Motor Co.	(16,698)
Mfgr. highest % increase - Nov.	Subaru	24%	Mfgr. highest % increase - 11 mos.	Mitsubishi	27%
Mfgr. biggest % drop - Nov.	JLR	-19%	Mfgr. biggest % drop - 11 mos.	Volvo	-9%
Brand highest volume - Nov.	Ford	178,221	Brand highest volume - 11 mos.	Ford	2,167,16
Brand gained the most volume - Nov.	Jeep	12,074	Brand gained the most volume - 11 mos.	Jeep	191,895
Brand lost the most volume - Nov.	Ford	(4,757)	Brand lost the most volume - 11 mos.	VW	(40,778)
Brand highest % increase - Nov.	Maserati	36%	Brand highest % increase - 11 mos.	Maserati	210%
Brand biggest % drop - Nov.	Scion	- 21.4%	Brand biggest % drop - 11 mos.	Mini	-17%

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From: Wright, DavidA
Sent: Tue 12/2/2014 11:34:09 PM
Subject: J3066 Task Force Meeting Thursday, December 4
Agenda J3066 Task Force December 4 2014.docx

The next meeting of the J3066 Task Force will take place at the EPA office in Ann Arbor from 1 – 2 pm. Attached is the Agenda for the meeting. A webex and conference line will be set up for the meeting.

Regards,

David

David A. Wright

Light-Duty Vehicle Center, Compliance Division

National Vehicle and Fuel Emissions Laboratory

Phone: (734) 214-4467

E-mail: wright.davida@epa.gov

AGENDA

J3066 - On-Board Fuel Consumption Measurement and Reporting Standard Task Force Meeting
Chair – D. Wright
Thursday, December 4, 2014, 1:00 – 2:00 PM EDT
EPA Office of Transportation and Air Quality (Office Building)
Conference Room N125
2000 Traverwood Drive, Ann Arbor, MI 48105
WebEx/Teleconference Available

1. **Welcome and Introductions**

   At the beginning of each meeting the chairman must review the SAE Anti-Trust Statement, the SAE Patent Disclosure Statement, the SAE Transparency Statement and the IP Statement provided below.

2. **Membership Review**

3. **Document Review**
   J3066: "On-Board Fuel Consumption and Measurement Reporting Standard"
   Sponsor: D. Wright
   - Draft Document Review

4. **Old Business**

5. **New Business**

6. **Next Meeting**
   - January 8, 2014 (proposed)

IMPORTANT NOTE: Please be sure to provide the minutes and all attachments to the minutes in electronic format to SAE Staff.

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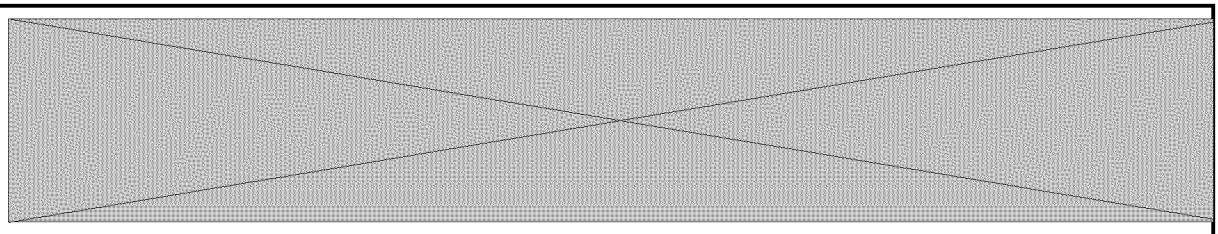
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Hemi Hellcat Engine Fully Loaded

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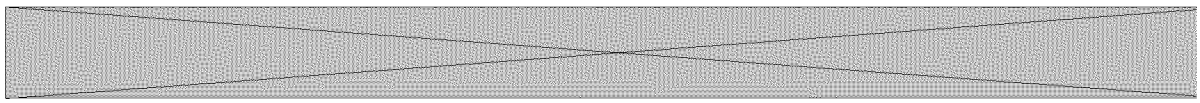
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From: Glodich, Jeffrey (J.M.)
Location: Toyota, Ann Arbor
Importance: Normal
Subject: SAE Light-Duty Vehicle Performance and Economy Measures Committee Meeting
Start Date/Time: Thur 12/11/2014 6:00:00 PM
End Date/Time: Thur 12/11/2014 8:30:00 PM

;;
;;
SAE Light-Duty Vehicle Performance and Economy Measures Committee Meeting 1-3:30 PM, Toyota Technical Center, Ann Arbor.

Non-Responsive

Web Address https://www.connectmeeting.att.com <https://www.connectmeeting.att.com/>

Non-Responsive

To: Rodgers, William (EEO)[William.Rodgers@vw.com]
From: Snyder, Jim
Sent: Wed 12/3/2014 4:17:14 PM
Subject: RE: 2014 Common Sections

I don't see any issue with that.

Regarding the lab, they plan to do a normal testing schedule that first week of the year. He said its usually not very busy.

Jim

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Wednesday, December 03, 2014 10:34 AM
To: Snyder, Jim
Cc: Giles, Michael (EEO); Allen, Gregory (EEO)
Subject: 2014 Common Sections

Hello Jim,

I have submitted to Verify the attached Request for Approval for a 90-day extension of our 2014 Final Common Section submittal.

Please let me know if there is any concerns over approving this request.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Rodgers, William (EEO)
Sent: Wed 12/3/2014 4:26:27 PM
Subject: RE: Ex. 4 - CBI

Great thanks.

-Bill

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Wednesday, December 03, 2014 11:17 AM
To: Rodgers, William (EEO)
Subject: RE: Ex. 4 - CBI

I don't see any issue with that.

Regarding the lab, they plan to do a normal testing schedule that first week of the year. He said its usually not very busy.

Jim

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Wednesday, December 03, 2014 10:34 AM
To: Snyder, Jim
Cc: Giles, Michael (EEO); Allen, Gregory (EEO)
Subject: Ex. 4 - CBI

Hello Jim,

I have submitted to Verify the attached Request for Approval for a Ex. 4 - CBI
Ex. 4 - CBI

Please let me know if there is any concerns over approving this request.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Good, David[good.david@epa.gov]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]; Rodgers, William (EEO)[William.Rodgers@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Thomas, Richard (EEO)
Sent: Wed 12/3/2014 4:34:15 PM
Subject: RE: 2015 FE Guide – Errors in Verify as of November 20, 2014

Hi Dave;

We think we have it straighten around now. Can you send me your 2015 fuel economy audit again so I can check to see if the models are picking up the correct 1.8L or 2.0L information?

Thanks,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Tuesday, December 02, 2014 3:21 PM
To: Thomas, Richard (EEO)
Cc: Snyder, Jim; Rodgers, William (EEO); Allen, Gregory (EEO)
Subject: RE: 2015 FE Guide – Errors in Verify as of November 20, 2014

Richard,

This bug in verify was suppose to be corrected in the most recent Verify Tier 3 deployment (Nov 24, 2014).

You'll probably have to correct the errors one last time, but after that Verify won't shuffle the engine configurations when you make changes to a CSI.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Wednesday, November 26, 2014 10:00 AM
To: Good, David
Cc: Snyder, Jim; Rodgers, William (EEO); Allen, Gregory (EEO)
Subject: RE: 2015 FE Guide – Errors in Verify as of November 20, 2014

Hello Dave;

I know you will first see this mail next week, but we noticed another problem with regard to the engine displacements and are currently working on correcting this error.

This is the scenario we corrected earlier this year and now we have the same issue again due to changes made to the CSI when adding models and/or engine codes to the gasoline fueled test group FVGAV02.0APA with two engine displacements (2.0L and 1.8L). Currently, whenever a change is made to add a new engine code the order of the existing Verify CSI engine configurations gets shuffled around, so that carline with the 1.8L engine now become 2.0L in the fuel economy information.

We asked that this issue be corrected in Verify several months ago but to our knowledge it has not been taken care of yet.

The following carlines, applicable test group engine displacements and label indexes are listed here for your convenience and should appear that way on the fuel economy guide website:

Carline	disp	Index #
A3	1.8L	007
A3 Cabriolet	1.8L	006
Golf	1.8L	085 & 103

Golf SportWagen	1.8L	not labeled yet
A3 quattro	2.0L	004
A3 Cabriolet quattro	2.0L	005
GTI	2.0L	001 & 008

Please contact me with questions. I will look forward to your next audit and will verify what you will send to the website contractor.

Best regards,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Thursday, November 20, 2014 4:13 PM
To: Thomas, Richard (EEO)
Cc: Snyder, Jim
Subject: re: 2015 FE Guide – Errors in Verify as of November 20, 2014

Richard,

re: 2015 FE Guide – Errors in Verify as of November 20, 2014

Attached are the data in Verify as of November 20, 2014. Labels with pea green fill in the first few columns have errors but which need to be corrected in Verify before I can have the data posted on www.fueleconomy.gov. The errors are also highlighted in yellow fill in the column where the error occurred.

The next normal posting of 2015 FE Label data will be on December 2, 2014 (on a monthly schedule where I run the query on the 1st, 9th,15th and 23rd of the month) and send the data to DOE for posting on that day (or a day later).

Please make any needed corrections to Verify when you get a chance.

Thanks

Dave

To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Glas, Tobias
Sent: Wed 12/3/2014 9:05:24 PM
Subject: 30 year annual average heating degree days

Hi Bill,

I was looking into the definition for the definition of warm/ cold areas for the In Use procurement and only found an old link to map that doesn't exist anymore.

Do you by any chance have an actual map or a link to one that shows that map for the US?

Thanks for your help and best regards

Tobias Glas

In-Use Emission Compliance Specialist

Engineering & Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 494-1537

Fax: (248) 754-4207

E-Mail: Tobias.Glas@vw.com

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Wed 12/3/2014 9:45:25 PM
Subject: DAILY: Honda to expand recalls of driver-side Takata airbags | Audi plans electric crossover in US to challenge Tesla | Chevy Colorado edges F-150 for Motor Trend Truck of the Year

Today's most read story
Chevy Colorado edges Ford F-150 for Motor Trend Truck of the Year honor

December 3, 2014

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TOP NEWS

Honda to expand recalls of driver-side Takata airbags

UPDATED: 12/3/14 2:10 pm ET - adds more testimony
11:22 am U.S. ET | Dec 3

Honda North America today said it would expand its recall of potentially explosive driver-side airbag inflators nationwide in accordance with a request from federal regulators, even as the airbag manufacturer Takata continued to insist it's not necessary. ... » READ

Audi plans electric crossover in U.S. to challenge Tesla

8:34 am U.S. ET | Dec 3

Audi plans to roll out an electric-powered crossover in 2017 to challenge Tesla for wealthy, environmentally conscious consumers. ... » READ

Chevy Colorado edges Ford F-150 for Motor Trend Truck of the Year honor

UPDATED: 12/3/14 1:40 pm ET - adds details
7:00 am U.S. ET | Dec 3

Motor Trend named the 2015 Chevrolet Colorado pickup its Truck of the Year, edging out Ford's aluminum-bodied F-150. ... » READ

Dealers offer better hours, but still see high sales turnover, NADA

study finds

8:00 am U.S. ET | Dec 3

U.S. car dealerships are making progress in offering employees a better work-life balance, but continue to face challenges in retaining sales staff and recruiting women. Those were some key findings in the National Automobile Dealers Association's third annual

Dealership Workforce Study released today. ... » READ

Takata has yet to find 'root cause' of airbag ruptures, executive says

2:27 pm U.S. ET | Dec 3

Japanese supplier Takata acknowledged today that it still does not understand what is causing airbag explosions that have hurtled metal shards into vehicles even as it insisted that calls for a broader recall to remedy the problem were misguided. ... » READ

BEST PRACTICES

Mini store wants customers singing its praises

12:01 am U.S. ET | Dec 1

Surprising and treating customers to extras is part of a program Mini USA started in July to boost its image as a premium brand. ... » READ

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Why Chrysler's November sales ought to make your jaw drop

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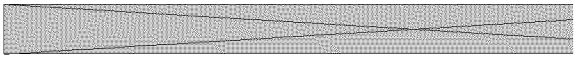
Light trucks, holiday discounts drive volume up 5%
Cadillac to chart new brand course in N.Y.
Opel is succeeding in restoring poor image, exec says
No letup in pickup wars among Big 3
Hyundai needs a design hierarchy, Schreyer says

Chrysler expands regional airbag recall to include passenger side in '03 pickups

4:13 pm U.S. ET | Dec 3

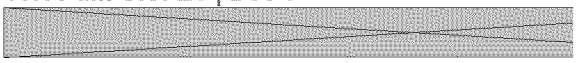
UPCOMING EVENTS

» January 13-14 - Automotive News World Congress



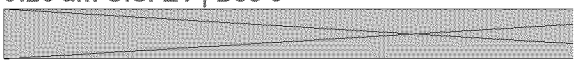
Takata chief called to explain airbag crisis to Japan's industry ministry, report says

10:08 am U.S. ET | Dec 3



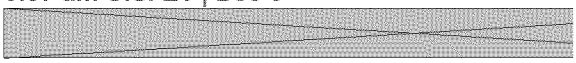
Takata investigated defective airbag inflator as early as 2003

9:26 am U.S. ET | Dec 3



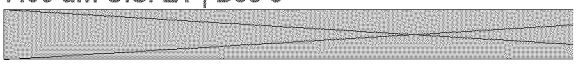
Takata Mexico airbag plant inspection finds safety shortcomings

6:37 am U.S. ET | Dec 3



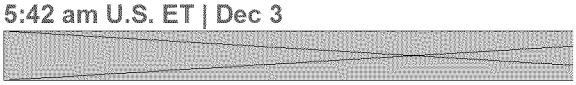
Bob Thomas, former U.S. boss of Nissan, dies at 69

7:09 am U.S. ET | Dec 3



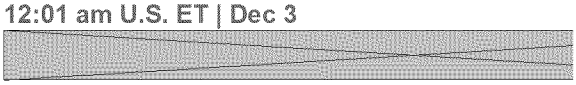
GM says Opel minicar will cost less than $12,300

5:42 am U.S. ET | Dec 3



Honda Finance may face U.S. penalty for discrimination in auto-loan pricing

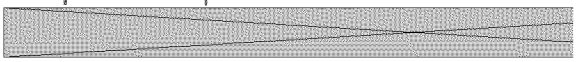
12:01 am U.S. ET | Dec 3



Setting the stage for a 'huge' December

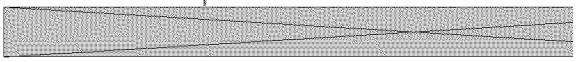
UPDATED: 12/2/14 6:17 pm ET - adds details

5:30 pm U.S. ET | Dec 2



Mercedes wins November U.S. luxury crown, trails BMW for annual title

9:00 am U.S. ET | Dec 2



AutoNation sales up 6% in

November

3:19 pm U.S. ET | Dec 3



Tesla Model S beats out Porsche in owner-satisfaction survey

10:40 am U.S. ET | Dec 3



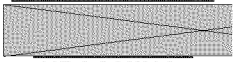
» January 22 - Automotive News Retail Forum

» April 20 - PACE Awards

» January 13-14 - Automotive News World Congress

» January 29 - Automotive News Retail Forum

» April 20 - PACE



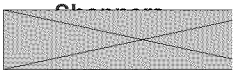
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» Dec. 4 - Accessory Sales

» Dec. 3 - Luxury Automotive Showroom

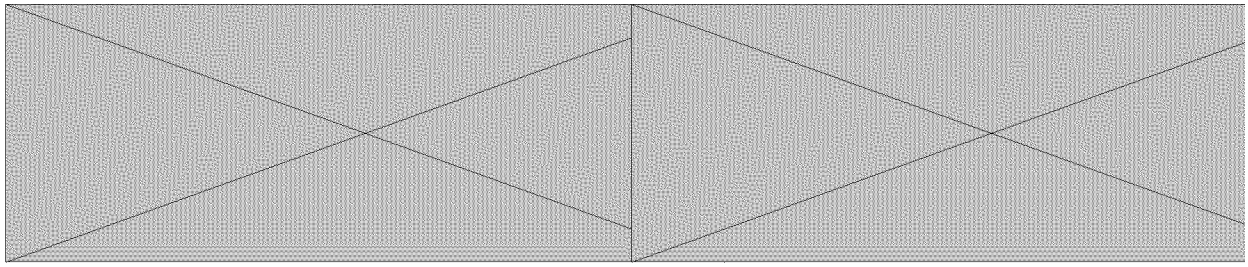
» Dec. 11 - Lessons from Best Dealerships

» December 17 - F&I Trends to Watch in 2015





» December 17 - F&I Trends to Watch in 2015



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To: Ex. 7 @vw.com]
Cc: Ex. 7 @vw.com]; Snyder, Jim[Snyder.Jim@epa.gov]
From: Good, David
Sent: Thur 12/4/2014 2:53:11 PM
Subject: eGolf CAFE calculations attached - See equation in DOE rulemaking
DOE PEF final rule -65 FR 36986-Jun-12-2000.pdf

Ex. 7

For EVs with no petroleum fired accessories, the CAFE petroleum equivalency factor is 82,049 watt-hours per gallon per 10 CFR 474.- to 474.5.



Federal Register

Monday,
June 12, 2000

Part V

Department of Energy

Office of Energy Efficiency and Renewable Energy

10 CFR Part 474
Electric and Hybrid Vehicle Research, Development, and Demonstration Program; Petroleum-Equivalent Fuel Economy Calculation; Final Rule

VW FOIA, EPA 06/20/2017 2017-FFP_016836

DEPARTMENT OF ENERGY

Office of Energy Efficiency and Renewable Energy

10 CFR Part 474

[Docket No. EE–RM–99–PEF]

RIN 1904–AA40

Electric and Hybrid Vehicle Research, Development, and Demonstration Program; Petroleum-Equivalent Fuel Economy Calculation

AGENCY: Department of Energy.

ACTION: Final rule.

SUMMARY: The Department of Energy (DOE) is revising its regulations on electric vehicles to provide a petroleum-equivalency factor (PEF) and procedures for calculating the petroleum-equivalent fuel economy of electric vehicles. The petroleum-equivalent fuel economy values of an automobile manufacturer's electric vehicles may be included in the calculation of that manufacturer's corporate average fuel economy (CAFE), according to regulations prescribed by the Environmental Protection Agency and the Department of Transportation.

EFFECTIVE DATE: This final rule is effective July 12, 2000.

ADDRESSES: Written comments received in response to the notice of proposed rulemaking, a transcript of oral comments presented at the public hearing on August 17, 1999, and supporting technical information described in the notice of proposed rulemaking are filed at the DOE Freedom of Information Reading Room under docket number EE RM 99 PEF. You may read and copy any of this docket material at: DOE Freedom of Information Reading Room, Room 1E 190, U.S. Department of Energy, 1000 Independence Avenue, SW, Washington, DC 20585, (202) 586 3142. Hours: 9 a.m. 4 p.m., Monday through Friday except Federal holidays.

Additional background materials are also available at the DOE Freedom of Information Reading Room. Copies of the hearing transcript and written comments received regarding the withdrawn February 4, 1994, proposed rule are filed under Docket No. EE RM 94 101. Earlier materials related to the calculation of the PEF are contained in Docket No. EE RM 93 301.

FOR FURTHER INFORMATION CONTACT:

Technical Information: Mr. Rogelio Sullivan, U.S. Department of Energy, Office of Transportation Technologies, EE 32, Rm 5G 046, 1000 Independence Avenue SW, Washington, DC 20585, (202) 586 8042.

Legal Information: Mr. Eugene Margolis, U.S. Department of Energy, Office of General Counsel, GC 72, Rm 6B 256, 1000 Independence Avenue SW, Washington, DC 20585, (202) 586 9526.

SUPPLEMENTARY INFORMATION:

I. Background
II. Discussion
A. Requirements of the Motor Vehicle Information and Cost Savings Act, as amended
B. PEF Development Process
C. PEF Calculation Procedures
1. General Form of the PEF Equation
2. Gasoline-Equivalent Energy Content of Electricity Factor
3. "Fuel Content" Factor
4. Petroleum-Powered Accessory Factor
5. Driving Pattern Factor
6. Use of the PEF
7. Sample Calculations
III. Public Comments Received on the Notice of Proposed Rulemaking and DOE's Responses
IV. Procedural Requirements

I. Background

In 1975, Congress mandated fuel economy standards for automobiles produced in or imported into the United States in an effort to conserve energy through improvements in the efficiency of motor vehicles. The new law required that every manufacturer or importer of automobiles in the United States meet a corporate average fuel economy standard for the fleet of vehicles produced or imported in any model year. Although certain classes of electric vehicles qualify as "automobiles" under the law, they do not consume "fuel" as defined in the law. Therefore, inclusion of electric vehicles in a manufacturer's corporate average fuel economy is impossible without a method for expressing the electrical energy consumption rate as an equivalent consumption rate of gasoline. Congress directed the Secretary of Energy to establish a method for determining the petroleum-equivalent fuel economy of electric vehicles.

Congress anticipated that allowing manufacturers to include the expected high equivalent "fuel economy" of electric vehicles in corporate average fuel economy calculations would provide an incentive for vehicle manufacturers to produce and sell electric vehicles. Congress anticipated that the existence of such an incentive would help to accelerate the commercialization of electric vehicles.

DOE published a notice of proposed rulemaking (NOPR) on July 14, 1999 (64 FR 37905), describing a revised petroleum-equivalency factor (PEF) and supporting rationale. DOE solicited public comments on the proposed rule and received comments from five organizations representing a cross section of stakeholders. DOE considered these comments carefully before preparing today's final rule. A summary of the comments and DOE's responses are provided in section III of this document. DOE believes that the final rule presented today is responsive to Congressional intent, addresses stakeholder comments and concerns with the proposed rule, is consistent with the regulatory treatment of other types of alternative fuel vehicles, and is straightforward to understand and implement.

Administrative responsibilities for the corporate average fuel economy program are assigned to the Department of Transportation and the Environmental Protection Agency under the Motor Vehicle Information and Cost Savings Act (49 U.S.C., Subtitle VI, Part C). The Secretary of Transportation is responsible for prescribing the corporate average fuel economy standard and enforcing the penalties for failure to meet these standards. The Administrator of the Environmental Protection Agency is responsible for establishing test procedures, for testing the efficiency of vehicles subject to corporate average fuel economy standards, and for calculating a manufacturer's corporate average fuel economy value. DOE is responsible for developing and promulgating the petroleum-equivalency factor, the key component in the calculation of petroleum-equivalent fuel economy values for electric vehicles.

II. Discussion

A. Requirements of the Motor Vehicle Information and Cost Savings Act, as Amended

Section 503(a)(3) of the Motor Vehicle Information and Cost Savings Act (49 U.S.C. 32904(a)(2)) requires DOE to determine the petroleum-equivalent fuel economy values for electric vehicles, taking into account the following parameters:

(i) The approximate electric energy efficiency of the vehicles considering the vehicle type, mission, and weight;

(ii) The national average electricity generation and transmission efficiencies;

(iii) The need of the Nation to conserve all forms of energy, and the relative scarcity and value to the Nation of all fuel used to generate electricity; and

VW FOIA, EPA 06/20/2017 2017-FFP_016837

(iv) The specific driving patterns of electric vehicles as compared with those of petroleum-fueled vehicles.

Section 503(a)(3) also provides for revision of such values if necessary.

B. PEF Development Process

The development process of the PEF and the rationale were presented in detail in the notice of proposed rulemaking, and are not repeated in full here. Section C provides a brief description of each of the terms in the PEF equation. Section III also provides an abbreviated discussion of several of the key issues underlying DOE's rationale.

C. PEF Calculation Procedures

The PEF is based on the existing regulatory approach at 49 U.S.C. 32905 for determining the petroleum-equivalent fuel economy of alternative fueled vehicles. The calculation procedure converts the measured electrical energy consumption of an electric vehicle into a raw gasoline-equivalent fuel economy value, and then divides this value by 0.15 to arrive at a final petroleum-equivalent fuel economy value which may then be included in the calculation of the manufacturer's corporate average fuel economy. Two additional factors are present in the equation, but these will usually have a value of unity and thus will not influence the value of the PEF. The terms comprising the PEF and the procedure for applying the PEF are described in greater detail below.

1. General Form of the PEF Equation

The general form of the PEF equation is:

$PEF = E_g * 1/0.15 * AF * DPF$

where:

E_g = Gasoline-equivalent energy content of electricity factor
1/0.15 = "Fuel content" factor
AF = Petroleum-fueled accessory factor
DPF = Driving pattern factor

The development of these factors is described below.

2. Gasoline-Equivalent Energy Content of Electricity Factor

When comparing gasoline vehicles with electric vehicles, it is essential to consider the efficiency of the respective "upstream" processes in the two fuel cycles. A full description of the differences in the processes is beyond the scope of this rulemaking, but the critical difference is that a gasoline vehicle burns its fuel on-board the vehicle, and an electric vehicle burns its fuel (the majority of electricity in the U.S. is generated at fossil fuel burning powerplants) off-board the vehicle. In both cases, the burning of fuels to produce work is the least efficient step of the respective energy cycles.

Therefore, the PEF includes a term for expressing the relative energy efficiency of the full energy cycles of gasoline and electricity. This term, the gasoline-equivalent energy content of electricity factor, abbreviated as E_g, is defined as:

E_g = gasoline-equivalent energy content of electricity = $(T_g * T_t * C) T_p$

where:

T_g = U.S. average fossil-fuel electricity generation efficiency = 0.328
T_t = U.S. average electricity transmission efficiency = 0.924
T_p = Petroleum refining and distribution efficiency = 0.830
C = Watt-hours of energy per gallon of gasoline conversion factor = 33,705 Wh/gal

$E_g = (0.328 * 0.924 * 33705)/0.830 = 12{,}307$ Wh/gal

The derivation of these values is straightforward but lengthy and is therefore not discussed in this notice. Details on the assumptions, calculations, and data sources used to derive these values are described in materials contained in Docket No. EE RM 99 PEF, which may be reviewed at the DOE Freedom of Information Reading Room, at the address and times stated above.

3. "Fuel Content" Factor

The fuel content factor has a value of 1/0.15 and is included in the PEF for the reasons described in the notice of proposed rulemaking and the responses to comments section of this notice. Briefly, these reasons are:

(i) Consistency with existing regulatory and statutory procedures;

(ii) Provision of similar treatment to manufacturers of all types of alternative fuel vehicles; and

(iii) Simplicity and ease of use.

The fuel content factor value of 1/0.15 is equivalent to a multiple of 6.67.

4. Petroleum-Powered Accessory Factor

A minority of electric vehicles, primarily those that may be operated in colder climates, may be equipped with auxiliary petroleum-powered accessories, such as cabin heater/defroster systems. DOE addresses the possible use of such petroleum-powered accessories in the PEF calculations by incorporating an Accessory Factor (AF). This factor reduces the PEF by ten percent when an electric vehicle is equipped with any petroleum-powered accessories. This results in two possible accessory factor values:

Petroleum-powered accessories installed?	Accessory factor (AF) value
No	1.00
Yes	0.90

DOE recognizes that there are many variables affecting the actual energy efficiency penalty of petroleum-powered accessories, but believes that the ten percent penalty is a reasonable representative value. DOE has prepared a supporting technical analysis of the magnitude of the actual energy efficiency penalty of petroleum-powered accessories, and placed this analysis in the docket. Because this approach penalizes electric vehicles equipped with petroleum-powered accessories, it provides an incentive for manufacturers to develop vehicles with electrically-powered accessories.

5. Driving Pattern Factor

Congress required that DOE consider the potential that electric vehicles may be used differently than gasoline vehicles, primarily due to its shorter range and longer "refueling" times. However, to meet the definition of an "automobile" at 40 CFR part 600 and be eligible for inclusion in the calculation of a manufacturer's corporate average fuel economy, a vehicle must be "manufactured primarily for use on public streets, roads, or highways." Thus, DOE believes that electric vehicles eligible for inclusion in CAFE will offer capabilities (perhaps excepting driving range) similar to those of conventional vehicles. For these reasons, DOE is setting the value of the Driving Pattern Factor (DPF) at unity (1.00).

6. Use of the PEF

The value of the PEF is equal to the product of the values of the gasoline-equivalent energy content of electricity (E_g), the fuel content factor of 1/0.15, the petroleum-fueled accessory factor (AF), and the driving pattern factor (DPF):

$PEF = E_g * 1/0.15 * AF * DPF$

substituting values,

PEF = (12,307 Wh/gal)*(1/0.15)*(1.00 *or* 0.90)*(1.00)

or,

PEF = 82,049 Wh/gal (if no petroleum-powered accessories are installed)
PEF = 73,844 Wh/gal (if any petroleum-powered accessories are installed)

Dividing the PEF by the combined (city and highway) energy consumption of an electric vehicle yields the petroleum-equivalent fuel economy of that electric vehicle in miles per gallon:

mpg = PEF (Wh/gal) ÷ combined [electrical] energy consumption (Wh/mile)

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7. Sample Calculations

Sample calculations of the petroleum-equivalent fuel economy of hypothetical electric vehicles are presented in the Appendix of the rule.

III. Public Comments Received on the Notice of Proposed Rulemaking and DOE's Responses

The Department encouraged public participation in this rulemaking. DOE, in the NOPR, urged individual vehicle manufacturers, fuel producers and providers, trade associations, vehicle owners and operators, States or other governmental entities, and other affected or interested parties to submit written comments on the proposal and/or to testify at a hearing held on August 17, 1999, in Washington, DC.

You may review the written comments and the hearing transcript, as well as other docket material in the DOE Freedom of Information Reading Room at the address shown at the beginning of this rulemaking. The materials are filed under docket number EE RM 99 PEF.

DOE received written comments on the proposed rule from five organizations:

1. Alliance of Automobile Manufacturers (AAM—representing BMW, DaimlerChrysler, Fiat, Ford, General Motors, Isuzu, Mazda, Nissan, Toyota, Volkswagen, and Volvo);
2. California Air Resources Board (CARB);
3. Electric Vehicle Association of the Americas (EVAA);
4. Georgia Power; and
5. Virginia Power

EVAA also testified at the public hearing. The common thread through most of the comments was the strong desire to have the final rule in place as soon as possible. Commentors also suggested that DOE only consider changes to the proposed rule if such changes would not delay issuance of the final rule.

Following are summaries of the comments received and DOE's responses. In most cases, similar comments have been grouped together and given a single response. Additional supporting analyses may be found in the docket.

Comment 1: EVAA, Georgia Power, and Virginia Power generally support DOE's revised approach. The PEF value of 81,407 Wh/gal [in the proposed rule] is acceptable, with the modifications described in the provided comments. EVAA specifically believes that the proposed PEF aligns EVs with other alternative fuel vehicles for fuel economy purposes. (EVAA, Georgia Power, Virginia Power)

Response: DOE acknowledges the general support for the revised approach and consistent treatment of Alternative Fuel Vehicles. DOE values the opinions of these informed stakeholders. The suggested modifications are discussed below.

Comment 2: Publishing a final rule should be the top priority—don't delay publication of the final rule.

› The Alliance supports the proposal as is and urges that it be finalized at the earliest possible time. (AAM)

› DOE should make the simple corrections suggested before publication of the final rule. (EVAA, Georgia Power, Virginia Power)

› DOE should attempt to address the larger issues (such as explicitly quantifying the relative scarcity of fuels), but only if it will not delay the publication of a final rule. (EVAA, Georgia Power, Virginia Power)

Response: DOE agrees that under present conditions, timely publication of a final rule is a higher priority than technical hair splitting. DOE will still make several adjustments to the final rule, as described below.

Comment 3: Publish the final rule rapidly; fine-tune it later. DOE should establish a schedule in the final rule for addressing items that could not be quickly resolved at this time. (Georgia Power, Virginia Power)

Response: The NOPR explicitly states (§ 474.5) that DOE will perform a review five years after publication of the final rule to determine whether any updates and/or revisions are necessary. DOE anticipates that better data on many aspects of EV use will be available by that time.

Comment 4: Incorporate a scarcity factor in the equation as required by law. DOE's own analysis shows scarcity and energy security advantages for electricity and that fuels used to produce electricity are abundant, and that reserves of nuclear and renewables are essentially unlimited. By not including a scarcity factor, DOE is not being responsive to this requirement of the Act and is failing to credit electricity for use of these abundant resources. (EVAA, Georgia Power, Virginia Power)

Response: The final rule is based on the relevant factors in Section 503 (a)(3) of the Motor Vehicle Information and Cost Saving Act, including the relevant scarcity of fuel used to generate electricity. As described in the NOPR, DOE performed a careful and thorough analysis of the present and projected availability of energy resources. This analysis showed that fuels (raw resources) used to produce electricity are abundant, as are the raw resources used to produce gasoline and diesel fuel (in fact, "proved reserves" of all of these energy resources tend to increase over time as new resources are discovered and better recovery techniques are developed). Since all of these fuels are abundant, the concept of "relative scarcity" is difficult to quantify objectively, and in DOE's judgement, should not be an appropriate guiding factor in the rulemaking at this time.

The commentors' claim that electricity is the only vehicle fuel that can be produced from nuclear or renewable sources is incorrect. For example, both hydrogen and ethanol can be produced totally from nuclear and/or renewable sources.

The 1/0.15 factor used in the equation is not intended to be a scarcity factor *per se*, but it does result in a very substantial adjustment to the raw calculated energy efficiency of electric vehicles. It is included to reward electric vehicles' benefits to the Nation relative to petroleum-fueled vehicles, in a manner consistent with the regulatory treatment of other types of alternative fueled vehicles and the authorizing legislation.

Comment 5: Georgia Power and Virginia Power support the use of the 1/0.15 factor in simplifying the calculation, but DOE should provide a technical basis for its application to EVs, or else modify the factor accordingly. (Georgia Power, Virginia Power)

Response: DOE agrees that the replacement of the previously proposed "scarcity factor" with the 1/0.15 factor does make the calculation considerably simpler, but this was not the only reason DOE replaced the scarcity factor with the 1/0.15 factor approach.

In the NOPR, DOE describes its assessment of the technical basis for the application of a factor of 1/0.15 to the measured fuel economy of liquid-alternative fueled vehicles (e.g., M85 fueled vehicles) under existing law (64 F.R. 37907). The NOPR also observes that the law applies the same 1/0.15 factor to gaseous-alternative fueled vehicles, even though there is not an obvious technical basis for doing so.

DOE determined that the most equitable and viable approach would be to apply the same 1/0.15 factor to electric vehicles in order to maintain consistency with the existing regulatory treatment of other types of alternative fueled vehicles.

All alternative fuels offer the intrinsic benefit of being substitutes for petroleum, on which nearly 100 percent of the Nation's transportation depends. In other words, any alternative fuel helps the Nation avoid having all of its transportation "eggs" in the petroleum

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"basket." Each mile driven in an alternative fuel vehicle offsets approximately one mile driven in a petroleum-fueled vehicle.

Comment 6: Assigning one fuel content factor (1/0.15) to all alternative fuel vehicles is inappropriate since "the fuel efficiency benefits of electric vehicles far exceed those of other alternative fuel vehicles." DOE should use a fuel content factor that more accurately represents electric vehicle benefits in comparison to other alternative fuels. (CARB)

Response: The efficiency of EVs varies widely as a function of motor and drivetrain efficiency, driving cycle, and the round-trip efficiency of the battery. The energy source which offers the greatest benefits depends on many factors, and the energy source that offers the greatest benefit to one set of users may not be the most beneficial for a different set of users or the general public. These benefits may vary by geography, fuel and generating method.

As noted in the NOPR, DOE invested considerable time and effort in attempting to develop a method that could rigorously account for the advantages to the Nation offered by electric vehicles compared to conventional vehicles, but was unable to identify a method that was sufficiently objective, robust, and consistent with established policy directions.

Thus, DOE stands by its proposal to provide electric vehicles the same reported-fuel-efficiency incentive (the 1/0.15 factor) that other alternative fuel vehicles currently enjoy.

Although electric vehicles and other alternative fuel vehicles will have its energy-equivalent fuel economy adjusted by the same incentive factor, electric vehicles will still enjoy favorable regulatory treatment under DOE's proposal. This is because EVs are specifically exempt from caps on the amount that alternative fuel vehicles are allowed to contribute to raising a manufacturer's overall CAFE (49 U.S.C. 32906(a)).

Comment 7: The U.S. Average Electricity Generation factor (T_g = 0.328) is based only on fossil fuel generation, and does not account for the efficiencies of nuclear or renewable energy generation. Counting the efficiency of these sources relative to fossil fuel generation as 100 percent, the E_g factor should be equal to about 0.53. (EVAA says 0.40 to 0.53 depending on treatment of the nuclear component). (EVAA, Georgia Power, Virginia Power)

Response: DOE reminds the commentors that the E_g factor represents relative efficiency, *not* resource abundance. There are two reasons why DOE chose to use conversion efficiencies for electricity that reflect the typical efficiencies of fossil fuel-fired powerplants. First, existing nuclear and hydroelectric plants are now operated at essentially full capacity. Since no significant additions to U.S. nuclear or hydro-electric capacity are planned, any increase in electricity demand that results from expanded production and use of electric vehicles is very likely to be met by fossil fuel-fired powerplants. Second, although the fuel supply for nuclear, hydro, and renewable generated electricity is plentiful, the process for converting the raw fuel or physical energy to electricity is, in most cases, less efficient than fossil fuel plants. Further, no energy conversion process is 100 percent efficient.

Since several comments were provided on this issue, DOE took a closer look at the relative efficiency of nuclear vs. fossil fuel generation. Nuclear power plants generate steam at lower temperatures than fossil power plants, reducing their relative thermodynamic efficiency. Typically, nuclear plants generate steam at a maximum cycle temperature of about 575 Kelvin (~575 °F), while fossil plants generate steam at temperatures of about 825 Kelvin (~1025 °F). Thus, assuming both cycles reject heat to the surroundings at 294 Kelvin (70 °F), their respective theoretical limiting Carnot efficiencies ($1-(T_L/T_H)$) is 49 percent for nuclear and 64 percent fossil. The E_g factor uses the actual average fossil fuel-to-electricity conversion efficiency, which is 32.8 percent. Scaling the nuclear Carnot efficiency by the same ratio suggests that nuclear plants achieve conversion efficiencies on the order of 25 percent. While this is a very crude analysis, it is likely that a more rigorous analysis would yield qualitatively similar results.

Therefore, including the nuclear component in the calculation of the E_g factor would likely cause the factor to change *downward*, not upward as suggested by the commentors.

Data on the "efficiency" of hydroelectric generation are somewhat difficult to obtain, though hydroelectric generation efficiency may be higher than typical fossil fuel-fired powerplants. This is because hydroelectric power generation is based on principles of momentum and/or pressure transfer and not combustion and heat transfer. Without suitable data, and without taking a significant amount of additional time for detailed analysis, DOE notes that the relatively small amount of relatively high-efficiency hydroelectric generation tends to offset the larger amount of relatively less-efficient nuclear power generation. Thus, the two trends tend to cancel each other and the efficiency of fossil generation would continue to dominate.

Therefore, DOE has continued to use the value of E_g = 0.328 in light of: (1) the commentors' clear desire to place a higher priority on timely publication of a final rule, than on performing additional technical analyses; and (2) since the fossil generation component will dominate the marginal electrical generation efficiency for many years.

Comment 8: The U.S. Average Electricity Transmission and Distribution Efficiency factor T_t places a unique and unfair additional penalty on electric vehicles since fuel distribution efficiency is not included in the mileage calculations for any other vehicle energy source. DOE should assign a value of unity to the T_t factor. (Georgia Power, Virginia Power)

Response: As the commentors note, the T_t factor is required by the authorizing legislation. DOE is aware of the potential for such a factor to unfairly penalize EVs; this is the reason why DOE added the U.S. Petroleum Refining and Distribution factor T_p (= 0.830) in the denominator of the E_g factor equation to offset the T_t (= 0.924) factor in the numerator.

Note that T_p includes refining as well as distribution in order to include most of the corresponding steps in the energy chain—just as the equation attempts to do with the electric energy chain. Note that raw resource extraction (mining, drilling, etc.) is not counted. Data that can be used to measure the "efficiency" of these processes is difficult to obtain, and varies widely depending on the characteristics of the individual site. DOE believes that the relative difference in "efficiency" of resource extraction (i.e., energy expended in recovery relative to the energy content of the resource recovered) between *individual* sites of one type (e.g., coal mines) is probably greater than the difference in the *average* efficiency of different extraction processes (e.g., mining vs. pumping).

Together, the ratio of the factor's T_t / T_p (= 1.113) *increases* the assigned petroleum-equivalent fuel economy of EVs. Therefore, the T_t factor is not an "unfair penalty" on EVs, but is in fact a benefit for EVs.

Comment 9: The energy content of a gasoline factor, C = 33,440 Wh/gal, is inconsistent with the "accepted actual value" ["physical constant" in EVAA's oral comments] used by other DOE programs. DOE should use the value of 33,705 Wh/gal (115,000 Btu/gal ÷ 3.412 Btu/Wh) that is reported by the

Alternative Fuels Data Center. (EVAA, Georgia Power, Virginia Power)

Response: DOE disagrees that a single "actual" value for the energy content of gasoline exists. Gasoline is a varying blend of hundreds of components, and thus the energy content of individual batches of gasoline varies by several percentage points from grade-to-grade and from brand-to-brand. The energy content also varies regionally, seasonally, and over the long-term in response to changes in available feedstock, regulatory requirements, and economic pressures.

DOE agrees, however, that a consistent "average" value should be used across government programs. Since the PEF is attempting to compare the energy efficiency of electric vehicles to the fuel economy of conventional vehicles as measured by the EPA, the energy content of gasoline value used in the PEF should match the energy content of the gasoline used by EPA in testing the fuel economy of gasoline vehicles.

However, EPA has not provided a value for the energy content of its testing gasolines. Therefore, DOE will use the value of 33,705 Wh/gal, obtained by dividing the 115,000 Btu/gal value reported by the Alternative Fuel Data Center, by the (rounded) conversion factor of 3.412 Btu/Wh.

Comment 10: Develop a technical basis for the accessory factors used when the vehicle has petroleum-fueled accessories installed. (CARB, Georgia Power, Virginia Power)

Response: On the basis of the comments received and DOE's additional analysis of the impact of petroleum-fueled accessories, DOE has decided to replace the two accessory factors with a single accessory factor that would be applied if an electric vehicle includes any petroleum-powered accessories. The value of this single accessory factor will be 0.9, i.e., a 10 percent penalty.

A technical analysis of the magnitude of this penalty is now included in the docket. DOE notes that many variables affect the actual energy efficiency impact of petroleum-powered accessories on EVs, including accessory sizing (e.g., heater capacity) and the efficiency of both the vehicle and the accessory. To be truly accurate, it would be necessary to measure the actual consumption of the accessories installed in each vehicle and project this consumption over a suitable duty cycle for the vehicle. This process would add significant complexity, would place a substantial burden on automobile manufacturers and the EPA, and would provide few policy benefits not obtainable with the fixed accessory factor.

DOE expects that very few electric vehicles will be equipped with petroleum-powered accessories, as such accessories contradict many of the motivations and attractions that lead customers to purchase electric vehicles.

Comment 11: DOE should encourage the Environmental Protection Agency (EPA) to rely on the test procedures established by CARB for the testing and certification of EVs (these procedures are based on SAE J1634). The CARB procedures are consistent with current industry practice. (AAM, EVAA)

Response: As the comments suggest, EPA rather than DOE is responsible for selecting and implementing the EV test procedures. DOE suggests that EVAA and AAM offer their recommendations on test procedures directly to EPA.

Comment 12: The 55 percent urban and 45 percent highway weighting factors proposed do not represent the way that electric vehicles are used, particularly, those EVs that are designed for non-highway and/or neighborhood use. (CARB)

Response: There are actually two issues raised by this comment. The first is that the weightings do not reflect the usage patterns of at least a portion of EVs. The second issue, which is not stated but is implied, is that DOE should adjust the factors to accommodate limited performance EVs.

DOE agrees that there are some EVs that perform differently and will be used differently from conventional automobiles. DOE also anticipates that a limited number of customers with suitable "mission requirements" will purchase and operate limited performance EVs as replacements for conventional automobiles. However, DOE notes that to be included in CAFE calculations, a vehicle must meet the definition of an automobile at 40 CFR part 600, which states that such a vehicle must be "manufactured primarily for use on public streets, roads, or highways." Limited performance EVs (such as neighborhood electric vehicles) that cannot keep up with highway traffic clearly do not meet this requirement and are categorically ineligible for inclusion in CAFE unless 40 CFR part 600 is appropriately amended.

DOE believes that Congress intended the PEF to be an incentive for manufacturers to produce roadworthy electric vehicles that provide an alternative to conventional petroleum-powered automobiles.

As for the weightings themselves, EPA defines these weightings. DOE used the 55 percent urban and 45 percent highway weighting factors in the sample calculations because these are the factors used by EPA for conventional vehicles. The paragraph in the NOPR that describes the "city" and "highway" test procedures and the 55/45 percent apportioning of energy consumption values is intended only as an example of how to apply the PEF to determine the petroleum-equivalent fuel economy of an electric vehicle. The 55/45 percent weightings could change if EPA's CAFE calculation procedures are changed in the future.

DOE also notes that the preceding arguments provide a compelling justification for setting the value of the Driving Pattern Factor in the PEF to unity (1.00).

Comment 13: Review how changes in EV driving range and infrastructure availability might affect driving patterns of EVs in the future. (CARB)

Response: As noted in the preceding response, electric vehicles eligible for inclusion in a manufacturer's CAFE calculation must be competitive with conventional vehicles. This strongly suggests that the Driving Pattern Factor should be equal to unity.

DOE intends to monitor developments related to EVs and their use closely. Consideration of modifications to the Driving Pattern Factor and/or the PEF, in general, will be made at the 5-year review specified in the § 474.5.

IV. Procedural Requirements

A. Environmental Protection Agency Review

Pursuant to section 7(a) of the Federal Energy Administration Act of 1974 (15 U.S.C. 766(a)), DOE submitted a copy of this rulemaking to the Administrator of the Environmental Protection Agency for the Administrator's concurrence. The Administrator has concurred.

B. National Environmental Policy Act Review

This rulemaking has been reviewed in accordance with the requirements of the DOE National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. 4321 *et seq.*), and the DOE regulations in 10 CFR part 1021. This rulemaking amends 10 CFR part 474 so that electric vehicles receive similar treatment to what Congress has required for other alternative fuel vehicles under 49 U.S.C. 32905. The Department has determined that this rule is covered by Categorical Exclusion in paragraph A5 to subpart D, 10 CFR part 1021 (rulemaking, interpreting or amending an existing regulation, no change in environmental effect). Accordingly, neither an environmental assessment nor an environmental impact statement is required.

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C. Regulatory Review

Today's final rule has been determined not to be a "significant regulatory action," as defined in section 3(f) of Executive Order 12866, "Regulatory Planning and Review." 58 FR 51735 (October 4, 1993). Accordingly, this action was not subject to review under the Executive Order by the Office of Information and Regulatory Affairs in the Office of Management and Budget.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 612) requires that an agency prepare an initial regulatory flexibility analysis to be published at the time the final rule is published. This requirement (which appears in section 603) does not apply if the agency certifies that the rule will not, if promulgated, have a "significant economic impact on a substantial number of small entities."

DOE certifies that this action will not have a significant economic impact on a substantial number of small entities. It is directed at vehicle manufacturers that will be concerned with a mix of petroleum and electric fueled vehicles in their annual production. None of these manufacturers is a small entity.

E. Federalism Review

Executive Order 13132 (64 FR 43255, August 4, 1999) requires that regulations or rules be reviewed for any substantial direct effects on States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among various levels of government. If there are sufficient substantial direct effects, then Executive Order 13132 requires agencies to engage in intergovernmental consultation and take other steps before promulgating such a regulation or rule. This action and 10 CFR part 474 serve only to provide a method of interpreting 40 CFR part 600 (Fuel Economy of Motor Vehicles) for electric vehicles. The action does not involve any substantial direct effects on States or other considerations stated in Executive Order 13132.

F. "Takings" Assessment Review

It has been determined that pursuant to Executive Order 12630 (52 FR 8859, March 18, 1988) this final rule would not result in any takings which might require compensation under the Fifth Amendment to the United States Constitution.

G. Review Under Executive Order 12988

With respect to the review of existing regulations and the promulgation of new regulations, section 3(a) of Executive Order 12988, "Civil Justice Reform," 61 FR 4729 (February 7, 1996), imposes on executive agencies the general duty to adhere to the following requirements: (1) eliminate drafting errors and ambiguity; (2) write regulations to minimize litigation; and (3) provide a clear legal standard for affected conduct rather than a general standard and promote simplification and burden reduction. With regard to the review required by section 3(a), section 3(b) of Executive Order 12988 specifically requires that executive agencies make every reasonable effort to ensure that the regulation: (1) clearly specifies the preemptive effect, if any; (2) clearly specifies any effect on existing Federal law or regulation; (3) provides a clear legal standard for affected conduct, while promoting simplification and burden reduction; (4) specifies the retroactive effect, if any; (5) adequately defines key terms; and (6) addresses other important issues affecting a clarity and general draftsmanship under any guidelines issued by the Attorney General. Section 3(c) of Executive Order 12988 requires executive agencies to review regulations in light of applicable standards in section 3(a) and section 3(b) to determine whether they are met or it is unreasonable to meet one or more of them. DOE has completed the required review and determined that, to the extent permitted by law, this final rule meets the relevant standards of Executive Order 12988.

H. Review Under the Unfunded Mandates Reform Act of 1995

Title II of the Unfunded Mandates Reform Act of 1995 (Pub. L. 104 4) requires each Federal agency to prepare a written assessment of the effects of any Federal mandate in a proposed or final agency rule that may result in the expenditure by State, local, and tribal governments, in the aggregate, or by the private sector, of $100 million in any one year. The Act also requires a Federal agency to develop an effective process to permit timely input by elected officers of State, local, and tribal governments on a proposed "significant intergovernmental mandate," and requires an agency plan for giving notice and opportunity to timely input to potentially affected small governments before establishing any requirements that might significantly or uniquely affect small governments. The final rule published today does not contain any Federal mandate, so these requirements do not apply.

I. Review Under the Treasury and General Government Appropriations Act, 1999

Section 654 of the Treasury and General Government Appropriations Act, 1999 (Pub. L. 105 277) requires Federal agencies to issue a Family Policymaking Assessment for any proposed rule or policy that may affect family well-being. Today's final rule would not have any impact on the autonomy or integrity of the family as an institution. Accordingly, DOE has concluded that it is not necessary to prepare a Family Policymaking Assessment.

J. Congressional Notification

Consistent with the Small Business Regulatory Enforcement Fairness Act of 1996, DOE will submit to Congress a report regarding the issuance of today's final rule prior to the effective date set forth at the outset of this notice. The report will note the Office of Management and Budget's determination that this rule does not constitute a "major rule" under that Act 5 U.S.C. 801, 804.

K. Review under the Paperwork Reduction Act

DOE has determined that this rule does not contain any new or amended record keeping, reporting, or other type of collection of information subject to clearance by the Office of Management and Budget under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

List of Subjects in 10 CFR Part 474

Corporate average fuel economy, Electric (motor) vehicle, Electric power, Energy conservation, Fuel Economy, Motor vehicles, Research.

Issued in Washington, DC, on May 25, 2000.

Dan W. Reicher,

Assistant Secretary, Energy Efficiency and Renewable Energy.

For the reasons set forth in the preamble, DOE revises Part 474 of Chapter II of Title 10 of the Code of Federal Regulations as set forth below:

PART 474—ELECTRIC AND HYBRID VEHICLE RESEARCH, DEVELOPMENT, AND DEMONSTRATION PROGRAM; PETROLEUM-EQUIVALENT FUEL ECONOMY CALCULATION

Sec.

474.1 Purpose and scope.
474.2 Definitions.
474.3 Petroleum-equivalent fuel economy calculation.
474.4 Test procedures.
474.5 Review and update.
Appendix to Part 474—Sample Petroleum-Equivalent Fuel Economy Calculations

Authority: 49 U.S.C. 32901 *et seq.*

§ 474.1 Purpose and Scope.

This part contains procedures for calculating a value for the petroleum-equivalent fuel economy of electric vehicles, as required by 49 U.S.C. 32904(a)(2). The petroleum-equivalent fuel economy value is intended to be used by the Environmental Protection Agency in calculating corporate average fuel economy values pursuant to regulations at 40 CFR Part 600—Fuel Economy of Motor Vehicles.

§ 474.2 Definitions.

For the purposes of this part, the term:

Combined energy consumption value means the weighted average of the Urban Dynamometer Driving Schedule and the Highway Fuel Economy Driving Schedule energy consumption values (weighted 55/45 percent, respectively), as determined by the Environmental Protection Agency in accordance with 40 CFR parts 86 and 600.

Electric vehicle means a vehicle that is powered by an electric motor drawing current from rechargeable storage batteries or other portable electrical energy storage devices, provided that:

(1) Recharge energy must be drawn from a source off the vehicle, such as residential electric service; and

(2) The vehicle must comply with all provisions of the Zero Emission Vehicle definition found in 40 CFR 88.104 94(g).

Highway Fuel Economy Driving Schedule energy consumption value means the average number of watt-hours of electrical energy required for an electric vehicle to travel one mile of the Highway Fuel Economy Driving Schedule, as determined by the Environmental Protection Agency.

Petroleum equivalency factor means the value specified in § 474.3(b) of this part, which incorporates the parameters listed in 49 U.S.C. 32904(a)(2)(B) and is used to calculate petroleum-equivalent fuel economy.

Petroleum-equivalent fuel economy means the value, expressed in miles per gallon, that is calculated for an electric vehicle in accordance with § 474.3(a) of this part, and reported to the Administrator of the Environmental Protection Agency for use in determining the vehicle manufacturer's corporate average fuel economy.

Petroleum-powered accessory means a vehicle accessory (e.g., a cabin heater, defroster, and/or air conditioner) that:

(1) Uses gasoline or diesel fuel as its primary energy source: and

(2) Meets the requirements for fuel, operation, and emissions in 40 CFR part 88.104 94(g).

Urban Dynamometer Driving Schedule energy consumption value means the average number of Watt-hours of electrical energy required for an electric vehicle to travel one mile of the Urban Dynamometer Driving Schedule, as determined by the Environmental Protection Agency.

§ 474.3 Petroleum-equivalent fuel economy calculation.

(a) The petroleum-equivalent fuel economy for an electric vehicle is calculated as follows:

(1) Determine the electric vehicle's Urban Dynamometer Driving Schedule energy consumption value and the Highway Fuel Economy Driving Schedule energy consumption value in units of Watt-hours per mile;

(2) Determine the combined energy consumption value by averaging the Urban Dynamometer Driving Schedule energy consumption value and the Highway Fuel Economy Driving Schedule energy consumption value using a weighting of 55 percent urban/45 percent highway; and

(3) Calculate the petroleum-equivalent fuel economy by dividing the appropriate petroleum-equivalency factor (depending on whether any petroleum-powered accessories are installed; see paragraph (b) of this section) by the combined energy consumption value, and round to the nearest 0.01 miles per gallon.

(b) The petroleum-equivalency factors for electric vehicles are as follows:

(1) If the electric vehicle does not have any petroleum-powered accessories installed, the value of the petroleum equivalency factor is 82,049 Watt-hours per gallon.

(2) If the electric vehicle has any petroleum-powered accessories installed, the value of the petroleum-equivalency factor is 73,844 Watt-hours per gallon.

§ 474.4 Test procedures.

(a) The electric vehicle energy consumption values used in the calculation of petroleum-equivalent fuel economy under § 474.3 of this part will be determined by the Environmental Protection Agency using the Highway Fuel Economy Driving Schedule and Urban Dynamometer Driving Schedule test cycles at 40 CFR parts 86 and 600.

(b) The "Special Test Procedures" provisions of 40 CFR 86.090 27 may be used to accommodate any special test procedures required for testing the energy consumption of electric vehicles.

§ 474.5 Review and Update

The Department will review Part 474 five years after the date of publication as a final rule to determine whether any updates and/or revisions are necessary. DOE will publish a notice in the **Federal Register** soliciting stakeholder input in this review. The Department will publish the findings of the review and any resulting adjustments to Part 474 in the **Federal Register**.

Appendix to Part 474—Sample Petroleum-Equivalent Fuel Economy Calculations

Example 1: An electric vehicle is tested in accordance with Environmental Protection Agency procedures and is found to have an Urban Dynamometer Driving Schedule energy consumption value of 265 Watt-hours per mile and a Highway Fuel Economy Driving Schedule energy consumption value of 220 Watt-hours per mile. The vehicle is not equipped with any petroleum-powered accessories. The combined electrical energy consumption value is determined by averaging the Urban Dynamometer Driving Schedule energy consumption value and the Highway Fuel Economy Driving Schedule energy consumption value using weighting factors of 55 percent urban, and 45 percent highway:

combined electrical energy consumption value = (0.55 * urban) + (0.45 * highway) = (0.55 * 265) + (0.45 * 220) = 244.75 Wh/mile

Since the vehicle does not have any petroleum-powered accessories installed, the value of the petroleum equivalency factor is 82,049 Watt-hours per gallon, and the petroleum-equivalent fuel economy is:

(82,049 Wh/gal) (244.75 Wh/mile) = 335.24 mpg

Example 2: The vehicle from Example 1 is equipped with an optional diesel-fired cabin heater/defroster. For the purposes of this example, it is assumed that the electrical efficiency of the vehicle is unaffected.

Since the vehicle has a petroleum-powered accessory installed, the value of the petroleum equivalency factor is 73,844 Watt-hours per gallon, and the petroleum-equivalent fuel economy is:

(73,844 Wh/gal) (244.75 Wh/mile) = 301.71 mpg

[FR Doc. 00 14446 Filed 6 9 00: 8:45 am]

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VW FOIA, EPA 06/20/2017 2017-FFP_016843

To: Good, David[good.david@epa.gov]
Cc: Kata, Leonard (EEO)[Leonard.Kata@vw.com]; Snyder, Jim[Snyder.Jim@epa.gov]
From: Thomas, Richard (EEO)
Sent: Thur 12/4/2014 7:42:58 PM
Subject: RE: eGolf CAFE calculations attached - See equation in DOE rulemaking

Thanks Dave.

From: Good, David [mailto:good.david@epa.gov]
Sent: Thursday, December 04, 2014 9:53 AM
To: Thomas, Richard (EEO)
Cc: Kata, Leonard (EEO); Snyder, Jim
Subject: eGolf CAFE calculations attached - See equation in DOE rulemaking

Richard,

For EVs with no petroleum fired accessories, the CAFE petroleum equivalency factor is 82,049 watt-hours per gallon per 10 CFR 474.- to 474.5.

To: Paul W Gruber[pwgruber@ucdavis.edu]
Cc: Stewart, Gwen[Stewart.Gwen@epa.gov]
From: Grundler, Christopher
Sent: Thur 12/4/2014 11:35:08 PM
Subject: RE: Invitation & Agenda: NextSTEPS Symposium and Board Meeting, Dec. 11-12, UC Davis

Hi Paul—I don't plan on using slides for this talk. Looking forward to my visit!

From: Paul W Gruber [mailto:pwgruber@ucdavis.edu]
Sent: Thursday, December 04, 2014 2:22 PM
To: Grundler, Christopher
Cc: Stewart, Gwen
Subject: RE: Invitation & Agenda: NextSTEPS Symposium and Board Meeting, Dec. 11-12, UC Davis

Hi Chris,

A quick follow-up. If we could get your slides by morning Wednesday, Dec. 10 that would be great. Of course, I understand if you may be working on them on the plane on your way out here.

Also, FYI, the proposal package to become part of our STEPS 2015-2018 program is being finalized in our contracts office and will go out to Lisa Snapp early next week. For your reference, I've attached the statement of work.

Best,

Paul

Paul W. Gruber

Executive Director

NextSTEPS (Sustainable Transportation Energy Pathways)

Institute of Transportation Studies

University of California, Davis

www.steps.ucdavis.edu

office: (530) 752-1934

mobile: (703) 772-4053

From: Grundler, Christopher [mailto:grundler.christopher@epa.gov]
Sent: Tuesday, November 25, 2014 2:59 PM
To: Paul W Gruber
Cc: Stewart, Gwen
Subject: RE: Invitation & Agenda: NextSTEPS Symposium and Board Meeting, Dec. 11-12, UC Davis

Sounds good, and Im looking forward to it

From: Paul W Gruber [mailto:pwgruber@ucdavis.edu]
Sent: Tuesday, November 25, 2014 2:35 PM
To: Grundler, Christopher
Cc: Stewart, Gwen
Subject: RE: Invitation & Agenda: NextSTEPS Symposium and Board Meeting, Dec. 11-12, UC Davis

Dear Chris,

I'm very glad to see that you are confirmed as our NextSTEPS symposium keynote speaker on Dec. 11 here at UC Davis. How did the proposed keynote talk title sound to you?

"**National Standards for Transportation Fuels and Vehicles."**

Lew Fulton, Joan Ogden and I thought this would be a great way to introduce our 1.5 day symposium on transitions for alternative fuels and vehicles.

We have you slotted for 45 minutes, including time for questions, so perhaps a 30-35 talk plus 10-

15 for Q&A?

Looking forward to seeing you out here soon.

Best,

Paul

Paul W. Gruber

Executive Director

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From: Beth Y Bourne
Sent: Tuesday, November 18, 2014 5:04 PM
To: Stewart, Gwen
Cc: Paul W Gruber; William B Kuhlman
Subject: RE: Invitation & Agenda: NextSTEPS Symposium and Board Meeting, Dec. 11-12, UC Davis

Hi Gwen,

Please find attached the draft agenda for the NextSTEPS Symposium. We are looking forward to Mr. Grundler's keynote speech at 9:15am on December 11.

The registration link is:
https://docs.google.com/forms/d/1L2vt5yXeA8WPXQLETK4D1RElnQOnJSlIJKVYEFkTDFc/viewform

There is a poster and dinner reception planned for the evening of December 11 in the same venue as where the symposium will be held. We will also be hosting a more casual reception on the evening before the symposium (December 10th) for guests that arrive earlier that day.

If Chris has any questions or needs assistance on the day of the event, the best contact is our event coordinator, Bill Kuhlman :

Bill Kuhlman, Event Coordinator

UC Davis Transportation and Energy Research Programs

wbkuhlman@ucdavis.edu

Phone: 530.752.7055 – office

530.867.3366 -- cell

Fax: 530.752.6572

Please let me know if you have any other questions. I'll be in touch with you and Chris a week regarding any slides/presentation needs.

Best regards,

Beth

Beth Bourne

Assistant Program Manager

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University of California, Davis

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mobile: (530) 220-0669

From: Paul W Gruber
Sent: Monday, November 17, 2014 10:58 AM
To: Stewart, Gwen
Cc: Beth Y Bourne
Subject: RE: Invitation & Agenda: NextSTEPS Symposium and Board Meeting, Dec. 11-12, UC Davis

Hi Gwen,

I'm just returning from paternity leave, so let me have my assistant program manager, Beth Bourne, send you all the details you will need. She will also be your point of contact regarding this event.

Thank you,

Paul

Paul W. Gruber

Executive Director

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mobile: (703) 772-4053

From: Stewart, Gwen [mailto:Stewart.Gwen@epa.gov]
Sent: Monday, November 17, 2014 10:35 AM
To: Paul W Gruber
Subject: RE: Invitation & Agenda: NextSTEPS Symposium and Board Meeting, Dec. 11-12, UC Davis

Good Afternoon:

I am e-mailing with a few questions regarding the Opening Keynote Speaker for the NextSTEPS Symposium:

1. Is there a registration for the symposium that Christopher Grundler needs to fill out?

2. Do you have the times of Chris Keynote Speech?

3. May I have the exact address and contact person name and number for the day of the symposium?

4. Will there be a reception or event?

Thanking you in advance for all of your assistance. If you require anything from me, please do not hesitate to give me a call.

Gwen Stewart

Office of Transportation and Air Quality

202 564-1682 – Telephone

202 564-1686 – Fax Number

Stewart.gwen@epa.gov

From: Paul W Gruber [mailto:pwgruber@ucdavis.edu]
Sent: Monday, October 20, 2014 2:32 PM
To: Stewart, Gwen
Subject: FW: Invitation & Agenda: NextSTEPS Symposium and Board Meeting, Dec. 11-12, UC Davis

Hi Gwen,

We have finalized the agenda for our NextSTEPS symposium, at which we are inviting Chris to give the opening keynote. Chris knows about this event and was planning to attend, based on conversations in DC a few weeks ago with my colleagues Joan Ogden, Lew Fulton and Tom Mackey. I'm not sure that the official invitation was made for Chris to keynote. Could you confirm with Chris if he can give this opening keynote and attend this event, and let me know?

Thank you,

Paul

Paul W. Gruber

Executive Director

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Institute of Transportation Studies

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office: (530) 752-1934

mobile: (703) 772-4053

From: Paul W Gruber
Sent: Monday, October 20, 2014 11:26 AM
To: 'grundler.christopher@epa.gov'
Subject: Invitation & Agenda: NextSTEPS Symposium and Board Meeting, Dec. 11-12, UC Davis

Dear Chris,

We are excited to invite you to attend and give the opening keynote at our **NextSTEPS Fall Symposium and Advisory Board Meeting on December 11 and 12 at UC Davis**. I understand that this invitation was made when my colleagues visited you in DC and that you will already be on the west coast during this time? I will follow up with you via phone to confirm.

During these events we will present and discuss the final *NextSTEPS 2011-2014 Program* results and the proposed research agenda for our new *STEPS 2015-2018 Program: Understanding Critical Transition Dynamics for Sustainable Transportation*. The draft agenda and the STEPS 2015-2018 Program Concept are attached. We have already begun reaching out and receiving good feedback on the new program concept from many of you. If you have questions or comments for us on either the agenda or new program, please let us know.

Please Register Here for these events. (If you cannot access this registration link, email Beth Bourne, bybourne@ucdavis.edu.)

We are using a larger, more comfortable facility for this event and can accommodate up to 5 representatives from each sponsoring organization (and up to 2 representatives from outside

expert organizations). As this is our wrap up event for the NextSTEPS program, we hope to have the best turnout and discussion of research results to date.

For the advisory board meeting on the afternoon of Friday, Dec. 12, we aim to have a more intimate discussion with board members and primary contacts from each sponsoring organization; as such, please limit participation to up to 3 representatives from your sponsoring organization.

A list of advisory board members and primary contacts from sponsoring organizations is below; please coordinate your attendance with these contacts listed.

We look forward to seeing you in December.

Best regards,

Joan Ogden, Lew Fulton, Dan Sperling, and Paul Gruber

NextSTEPS Advisory Board Members & Primary Contacts:

**Board member/interim board member*

Organization	First Name	Last Name	Title	Department/Organization	Email
Aramco	Jack	Moore*	Director	Aramco Services Company	jack.moore@aramcose
Aramco	Amy	Bason	Energy Analyst	Aramco Services Company	amy.jordan@aramcose
BMW	Claudia	Kolbinger*	Vice President, Corporate Strategy Alternative Fuels	BMW Group	Claudia.Kolbinger@bn
BMW	Uwe	Higgen*	Head	BMW Technology	uwe.higgen@bmw.de

				Office	
BMW	Simon	Ellgas	Senior Engineer	BMW of North America	simon.ellgas@bmw.de
BMW	Julia	Sohnen	Advanced Technology Engineer	BMW Technology Office	julia.sohnen@bmw.de
BP	Thomas	Briggs*	Head of Transport Energy Policy	BP plc	thomas.briggs@uk.bp.c
BP	Ralph	Moran	Sr. Director, Government and Public Affairs	BP America	moranrj1@bp.com
BP	Robert	Spicer	Senior Advisor, Strategy and Portfolio	BP plc	SpicerRF@bp.com
CA Energy Commission	Janea A.	Scott*	Commissioner		janea.scott@energy.ca.
CA Energy Commission	Jim	McKinney	Program Manager, Alternative and Renewable Fuel and Vehicle Technology Program	FTD	Jim.McKinney@energ
CA Energy Commission	Tim	Olson	Manager, Transportation Energy Office	FTD-TEO	Tim.Olson@energy.ca.
Caltrans	Garth	Hopkins*	Office Chief, Climate Action Program	Division of Transportation Planning (DOTP)	garth.hopkins@dot.ca.g
Caltrans	Patrick	Tyner	Associate Transportation Planner, Office of Planning, Policy and Innovation	DRISI	patrick_tyner@dot.ca.g
CARB	Alberto	Ayala*	Deputy Executive Officer	California Air Resources Board	aayala@arb.ca.gov
CARB	Elise	Keddie	Manager, Zero Emission Vehicle Implementation	Mobile Source Control Division	ekeddie@arb.ca.gov
Centre for High Technology (CHT)	Mr. B.D.	Ghosh*	Executive Director	Ministry of Petroleum & Natural Gas, Government of India	bdghosh@cht.in
Centre for High	Avinash S.	Pathak	Director	Centre for High Technology	aspathak@cht.in

Technology (CHT)					
Chevron	Jeffrey	Jacobs*	Vice President Biofuels and Hydrogen Business Unit	Chevron Technology Ventures	jeffrey.jacobs@chevro
Chevron	Jim	Glowniak	Manager, Biofuels Business Analysis & Development	Chevron Technology Ventures	jjgl@chevron.com
Chevron	Philip	Heirigs	Planning Analyst	Chevron Global Downstream LLC	phez@chevron.com
Chrysler	Reg	Modlin*	Director, Regulatory Affairs	Chrysler Group LLC	r.modlin@chrysler.com
Chrysler	Vaughn	Burns	Senior Manager	Chrysler Group LLC	Vrb8@chrysler.com
Chrysler	Michael	Hartrick	Senior Regulatory Engineer	Chrysler Group LLC	mdh25@chrysler.com
Ford	John	Viera*	Director, Sustainability and Vehicle Environmental Matters	Ford Motor Company	jviera@ford.com
Ford	Tim	Wallington	Technical Leader, Sustainability Science Research Group	Research and Advanced Engineering	twalling@ford.com
GM	Britta	Gross*	Director, Global Energy Systems and Infrastructure Commercialization	Public Policy	britta.gross@gm.com
GM	Mike	Harpster	Director, Propulsion Systems Research Lab	R&D	michael.o.harpster@gn
GM	Ian	Sutherland	Senior Researcher	Global Energy Systems, R&D	ian.sutherland@gm.co
Honda	Robert	Bienenfeld*	Assistant Vice President	American Honda Motor Co., Inc.	robert_bienenfeld@ahr
Honda	Jeff	Jetter*	Principal Chemist Energy and Environmental Research	Honda R&D Americas, Inc.	Jjetter@hra.com
Honda	Ryan	Harty	Manager, Environmental Business Development	American Honda Motor Co., Inc	ryan_harty@ahm.hond

Renault	Serge	Passolunghi*	Director	Renault Innovation Silicon Valley	serge.passolunghi@ren
Renault	Phillipe	Schulz*	Strategic Plan – Expert Leader Energy & Environment	Department of Research, Advanced Engineering, Materials	philippe.schulz@renau
Renault	Frederic	Canal	General Manager	Research & Adv.Eng / E-Mobility Research	frederic.canal@renault
Renault	Serge	Matynia	Projects Manager	Renault Innovation Silicon Valley	serge.matynia@renault
SCAQMD	Matthew	Miyasato*	Deputy Executive Officer	Science & Technology Advancement	mmiyasato@aqmd.gov
SCAQMD	Lisa	Mirisola	Program Supervisor	Science & Technology Advancement	lmirisola@aqmd.gov
San Diego Gas & Electric (a Sempra utility)	Joel	Pointon*	Electric Transportation Manager	San Diego Gas & Electric	JPointon@semprautilit
Southern California Gas Company/San Diego Gas & Electric (a Sempra utility)	Jeff	Reed*	Director, Business Strategy and Development	Southern California Gas Company/San Diego Gas & Electric	jgreed@semprautilities
Shell	Angus	Gillespie*	VP CO2 Strategy	Shell Downstream Services International (Group CO2)	Angus.Gillespie@shell
Shell	Niel	Golightly*	Director	Sustainable Business Strategies	Niel.golightly@shell.c
Shell	Xavier	Riera-Palou	Principal Technologist	Retail Fuels	xavier.riera-palou@shell.com
Shell	Theodore	Rolfvondenbaumen III	Communications Advisor	Shell Oil Company	ted.rolfvondenbaumen(
Sinopec	Chaomei	Chen*	International Cooperation Division Science & Technology Development Dept.	China Petroleum & Chemical Corporation	chencm@sinopec.com

Sinopec	Ni	Bei	Deputy Director, SINOPEC RIPP	Oil Production Evaluation	Nibei.ripp@sinopec.co
Sinopec	Jing	Wang	Project Manager, SINOPEC RIPP		wangj.ripp@sinopec.c
Sinopec	Jianrong	Zhang	Profesor, Deputy Chief Engineer, SINOPEC RIPP		zhangjr.ripp@sinopec.c
Toyota	Ken	Laberteaux*	Senior Principal Research Scientist	TEMA	ken.laberteaux@tema.t
Toyota	Michael	Lord*	Senior Principal Engineer, Vehicle Regulation & Certification Engineering	Toyota Technical Center, TEMA	michael.lord@tema.toy
Toyota	Robert	Wimmer	National Manager Technical & Regulatory Affairs, Environment	Energy & Environmental Research	rwimmer@tma.toyota.c
US DOE	Fred	Joseck*	General Engineer	Office of Hydrogen and Fuel Cells, EERE	fred.joseck@ee.doe.gov
US DOE	Thomas	Benjamin	Electrochemical Technology Program, Chemical Engineering Division	Argonne National Laboratory	benjamin@anl.gov
US DOT	Shawn	Johnson	Program Analyst	Office of Research, Development and Technology	shawn.johnson@dot.gc
US DOT	Kevin	Womack	Associate Administrator	RITA	kevin.womack@dot.go
Volkswagen	Frank	Seyfried*	Head of Department	Powertrain Energy	frank.seyfried@volksw
Volkswagen	Joerg	Launer	Advanced Powertrain Project Engineer, US Advanced Powertrain Research Program	VOLKSWAGEN Group of America, Inc.	Joerg.Launer@vw.com
Volkswagen	Stefan	Schmerbeck	Group Research Powertrain Fuels	Biofuels, H2 production	stefan.schmerbeck@vo
Westport	Karen	Hamberg*	Vice President, Sustainable Energy Futures	Westport Innovations Inc.	khamberg@westport.c
Westport	Patric	Ouellette	Chief Technology	Westport Innovations	pouellette@westport.c

			Officer	Inc.	
Westport	Graham	Williams	Principal	GP Williams Consulting	graypwilliams@mac.co

Paul W. Gruber

Executive Director

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Institute of Transportation Studies

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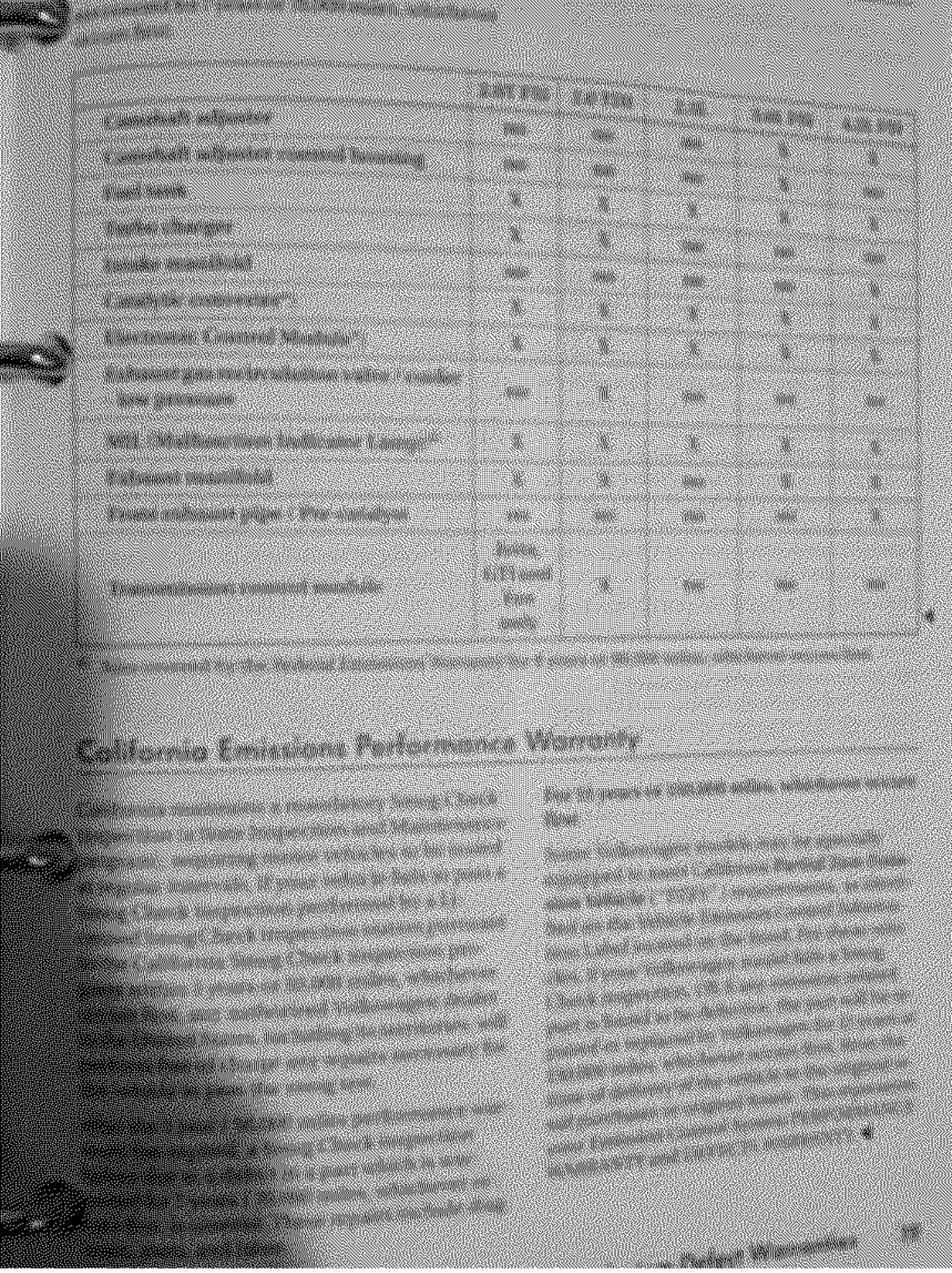
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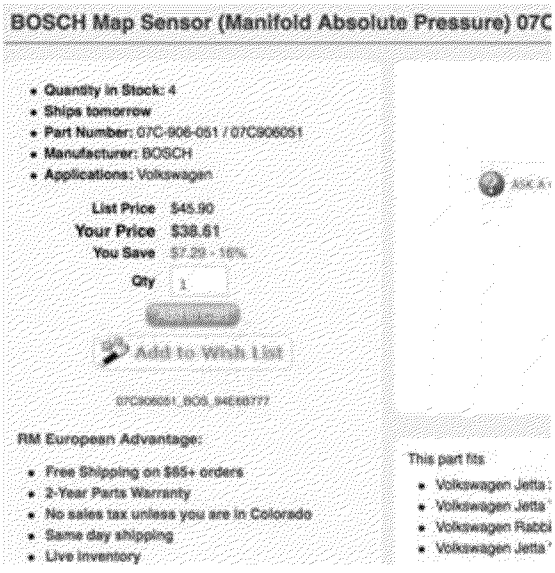
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CROSS REFERENCE

Showing 1 of 1 Cross Reference Result



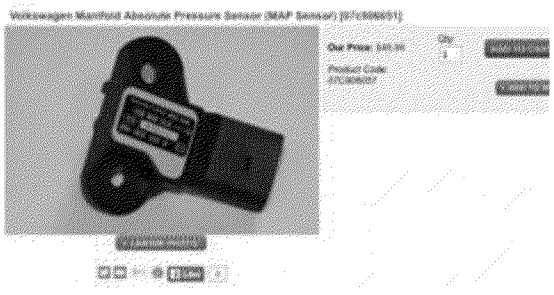
• MAP Sensor


BOSCH Map Sensor (Manifold Absolute Pressure) 07C
Quantity in Stock: 4
Ships tomorrow
Part Number: 07C-906-051 / 07C906051
Manufacturer: BOSCH
Applications: Volkswagen
List Price $45.90
Your Price $38.61
You Save $7.29 - 16%
Qty 1
Add to Wish List
07C906051_BOS_94E60777
RM European Advantage:
Free Shipping on $65+ orders
2-Year Parts Warranty
No sales tax unless you are in Colorado
Same day shipping
Live inventory
This part fits
Volkswagen Jetta
Volkswagen Jetta
Volkswagen Rabbi
Volkswagen Jetta

Manufacturer	Number	Description
BOSCH	0 261 230 167	Sensor, intake manifold pressure
ERA	550818	Sensor, intake manifold pressure
STANDARD	16906	Sensor, intake manifold pressure
STANDARD	MS107	Sensor, intake manifold pressure

Other parts with same number 07C 906 051 (07C906051)

Manufacturer	Number	Description
VOLKSWAGEN	07C 906 051	Sensor, intake manifold pressure
BENTLEY	07C 906 051	Sensor, intake manifold pressure
VAG	07C906051	pressure sensor




Manifold Absolute Pressure Sensor (MAP)
Measures pressure to help with fuel regulation
Your MAP sensor is responsible for measuring the density of the air present in the manifold so that in conjunction with your MAF, your engine knows how much fuel to disperse
Qty
$34.77
Ships in 2 Days
ADD TO CART
Live Chat ONLINE
Product Info
Mfg Part#
07C906051

BOSCH Sensor - Intake Manifold Air Pressure 036906051G

- **Quantity in Stock:** 6
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- **Part Number:** 036-906-051-G / 036906051G
- **Manufacturer:** BOSCH
- **Applications:** VW/Audi

List Price	$137.90
Your Price	**$31.07**
You Save	$106.83 - 77%

Qty 1

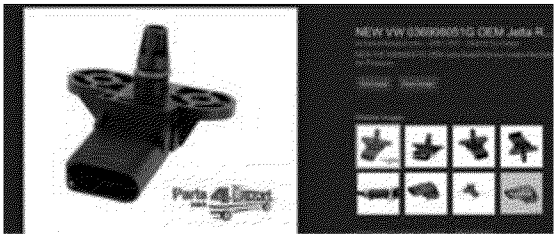
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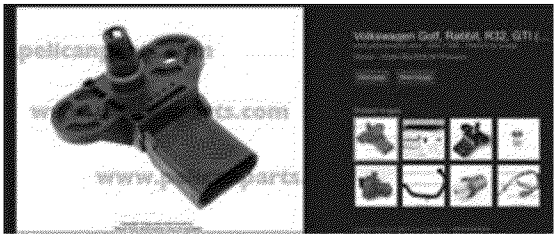
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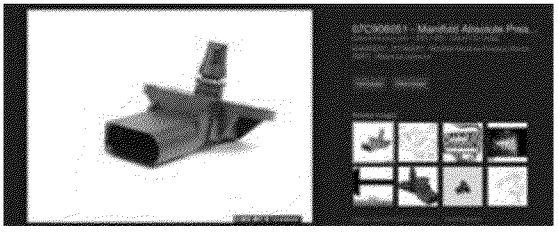
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ASK A QUESTION ABOUT THIS PART









To: eric.guenther@vw.com[eric.guenther@vw.com]
Cc: Kata, Leonard (EEO)[Leonard.Kata@vw.com]; Snyder, Jim[Snyder.Jim@epa.gov]
From: Ball, Joel
Sent: Fri 12/5/2014 5:15:48 PM
Subject: Voluntary Emission Recall # 004

Hello Mr. Guenther,

I was contacted by an owner of a VW vehicle which has a bad MAP sensor part # **036-906-051-G.** This individual stated that even though the part number of the MAP sensor on her vehicle is different than the Secondary Air Pressure Sensor Part numbers involved in the recall (07C 906 051), these parts are identical and the same service part is actually used to replace either the MAP or the secondary air pressure sensor in service. She believes that the defect that exists in the secondary air pressure sensor must also exist in the MAP sensor.

Could you please confirm whether or not this information is correct. Could you please also explain whether the MAP sensors would or would not be affected by the same defect that affected the secondary air pressure sensors and why the MAP sensors were not included in the voluntary emission recall.

If you are not the best person to answer these questions please forward this to the correct contact

Best regards,

Joel Ball
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4238
ball.joel@epa.gov

To: Hennard, Mike (EEO)[mike.hennard@vw.com]
From: Ball, Joel
Sent: Fri 12/5/2014 6:23:00 PM
Subject: FW: Warranty Review: Reference no. 140843042

Here is the original inquiry. Thanks for your help in answering this one.

Joel Ball
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4238
ball.joel@epa.gov

From: LaCroix, John
Sent: Monday, December 01, 2014 6:42 AM
To: Ball, Joel
Subject: FW: Warranty Review: Reference no. 140843042

John LaCroix
Senior Environmental Employment (SEE)
Cooperative with the Compliance Division
USEPA
734-214-4463

From: [redacted] **Ex. 6**
Sent: Monday, December 01, 2014 2:27 AM
To: LaCroix, John; vwcustomercare@vw.com
Subject: Warranty Review: Reference no. 140843042

To Whom It May Concern (I spoke with Jason at Customer Care recently),

I firmly believe the cost of replacing my MAP sensor should be covered by VW due to the car

failing a smog test, parts seem to be faulty as show by Secondary Air Sensor (which is identical to MAP sensor), and what is more, this problem began when the *car had 66,722 miles on it as shown by the picture featured below* (I had taken a picture to send to my dad). As I was driving on the freeway last December 2013, all the gears highlighted when getting up to speed on the freeway. When my car was diagnosed at VW Santa Monica recently for the check engine light, the service advisor said all my gears highlight when accelerating due to the MAP sensor. Last December, my dad and I thought it was a sensor gone haywire that shows what gear you are in because the ***check engine light did not come on***! Little did we know, *it was in correlation with the MAP sensor*. I remember this day because I was driving from Los Angeles to San Jacinto for a film shoot, and it scared me seeing all the gears highlight while on a freeway.

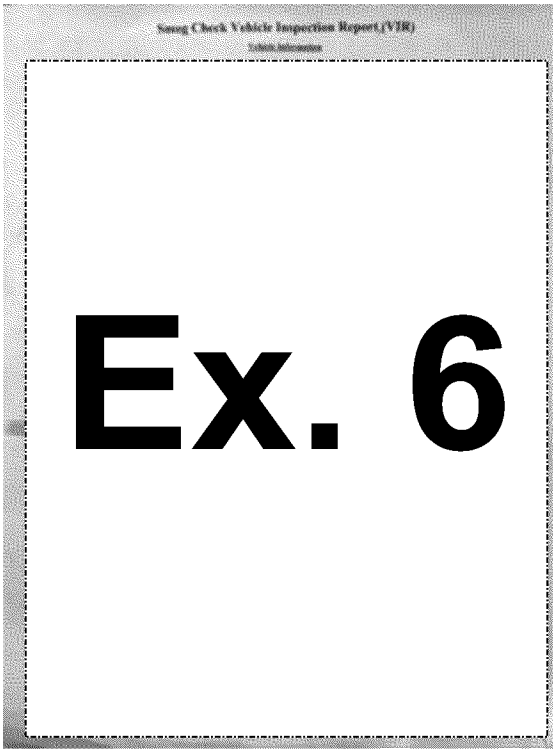
In addition, I received a notice from VW last year in regards to extending the warranty for the Secondary Air Sensor due to fault with the part. I have researched this part, and it is identical to the MAP sensor listed by VW on the repair invoice. It seems that if a part fails in one area of a car, it is bound to fail in another location of the engine. Thus, the MAP sensor should fall under the same warranty as the Secondary Air Sensor. I do have photos of these parts. You will see that the part numbers **036-906-051-G** (MAP sensor) and **07C-906-051** (Secondary Air Sensor) are interchangeable on websites as shown by the photos below. These parts even share the numbers **906-051**. Autozone's website could not find a Secondary Air Sensor, but referenced the MAP sensor instead for my car. Overall, the MAP sensor and Secondary Air Sensor both are providing air pressure measurement and are identical.

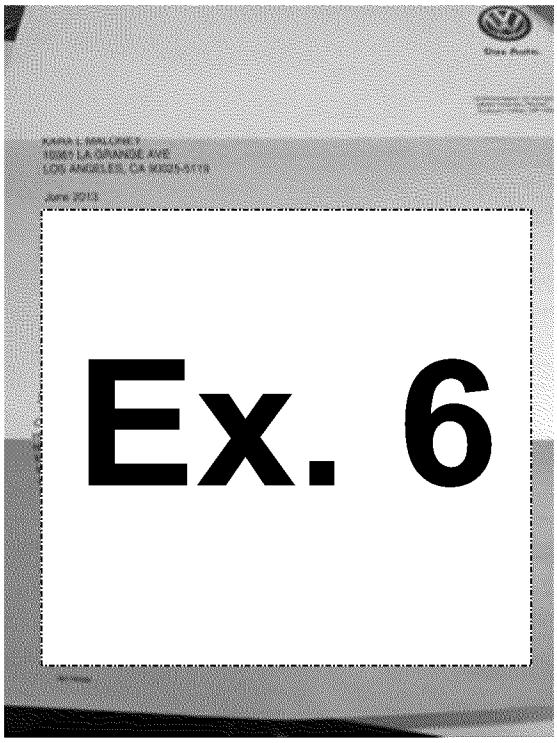
I believe VW should also cover the cost because the MAP sensor works in direct correlation with the ECU and OBD II. In fact, the ***Smog Test Station failed my OBD II and OBD bulb.*** A bad MAP sensor can prevent the OBD II monitors from running. In modern cars, most engines are regulated by an electronic control system. **One key aspect of this system is the manifold absolute pressure sensor – or MAP sensor.** This sensor tracks the pressure in the manifold and delivers the information to the engine's central electronic control unit, or ECU. Once this information is received, the ECU uses it to determine *air density, air mass flow rate, and fuel flow according to the principles of stoichiometry*. Without accurate information from the sensor, these calculations will be off – and your car will suffer. *Bad MAP sensors result in the increase in emissions as well.* Overall, it appears the check engine light comes on if a fault affects emissions.

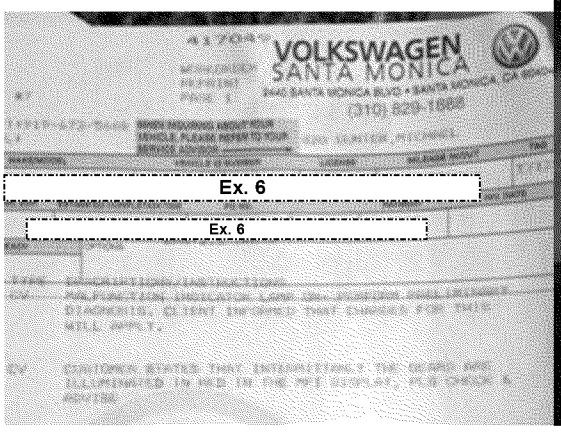
Please review the photos featured below to further validate what I have stated. The photos include my failed smog test, the Malfunction Indicator Lamp being extended to 8 years or 80,000 miles in my VW handbook due to Federal Emissions Warranty with no restrictions noted, images of the MAP sensor and Secondary Air Sensor, and all the gears highlighted in my car while under 70,000 miles.

Sincerely,

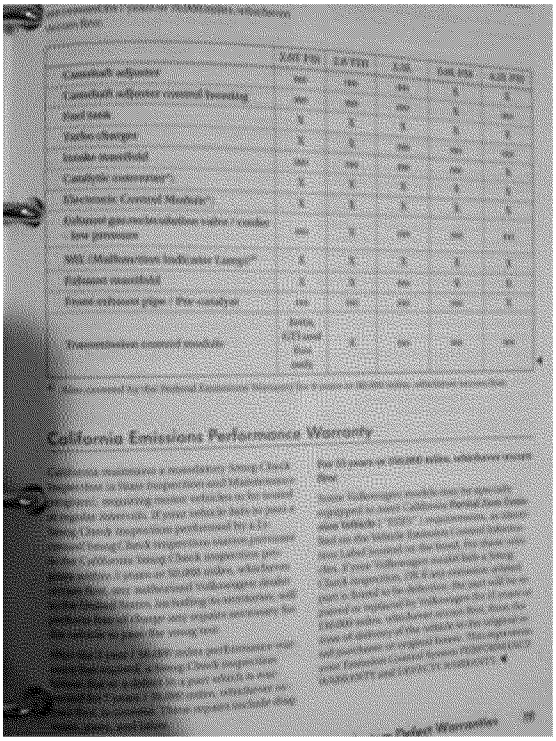
Ex. 6


Smog Check Vehicle Inspection Report (VIR)
Ex. 6


Ex. 6


VOLKSWAGEN
SANTA MONICA
(310) 829-1868
Ex. 6
Ex. 6





	2.0T FSI	2.8 FSI	4.2L	5.0L TDI	6.0L FSI
Camshaft adjuster	10y	10y	4y	5	5
Camshaft adjuster control housing	4y	4y	4y	5	5
Fuel tank	5	5	5	5	5y
Turbocharger	5	5	5	5	5
Intake manifold	5y	5y	5y	5y	5y
Catalytic converter*	5	5	5	5	5
Electronic Control Module*	5	5	5	5	5
Exhaust gas recirculation valve / cooler / low pressure	5y	5	5y	5y	5y
MIL (Malfunction Indicator Lamp)*	5	5	5	5	5
Exhaust manifold	5	5	4y	5	5
Front exhaust pipe / Pre-catalyst	5y	5y	5y	5y	5
Transmission control module	Items 1-7 / used from 60th week	5	5y	5y	5y

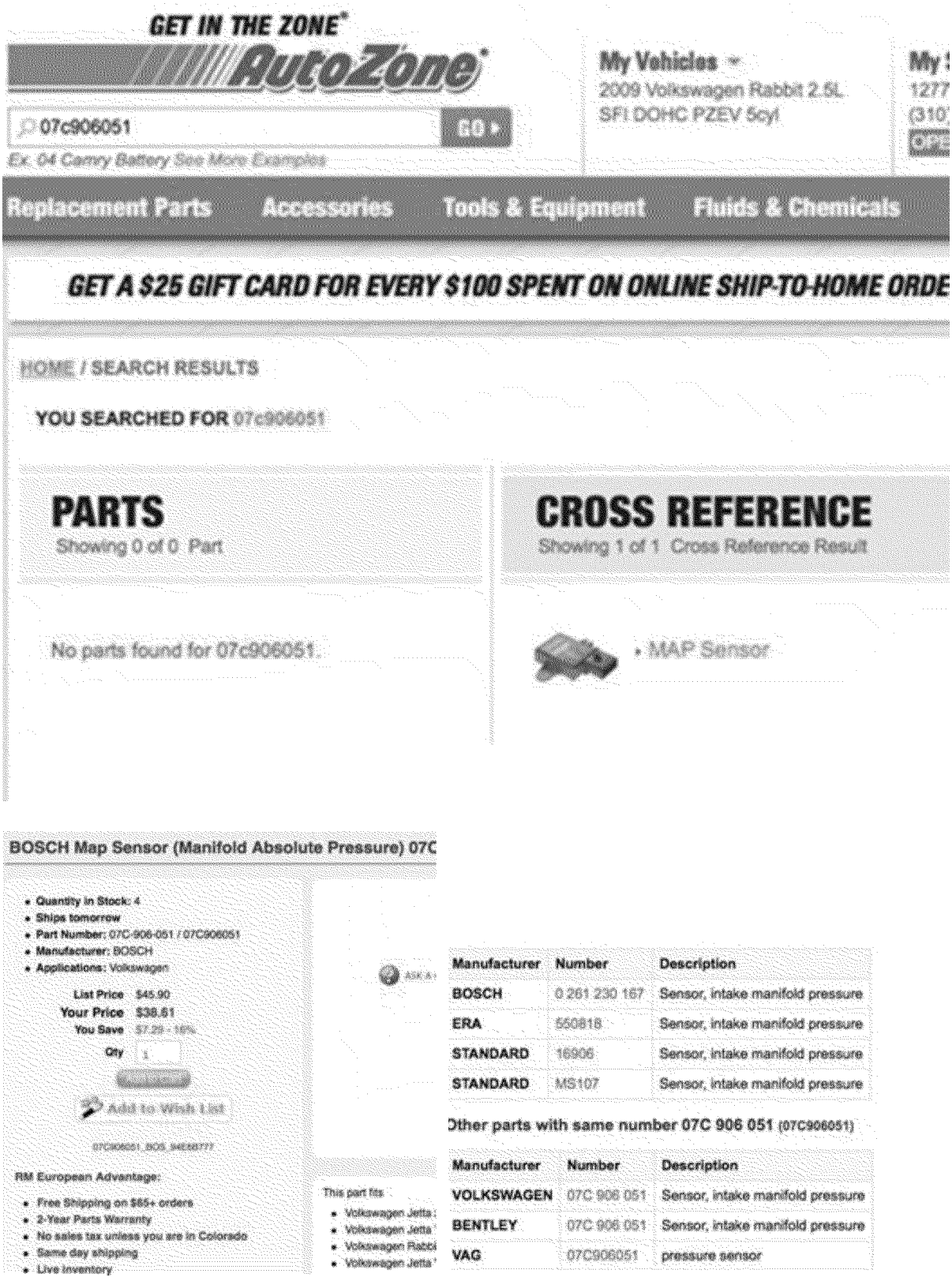
* Also covered by the federal Emissions Warranty for 2 years or 50,000 miles, whichever comes first.

California Emissions Performance Warranty

California maintains a mandatory Smog Check inspection and Maintenance program... measuring engine exhaust to be sure it is working correctly. If your vehicle fails to pass a Smog Check inspection performed by a [illegible] Smog Check inspection station, you will receive a California Emissions Performance Warranty. Your Smog Check inspection provides 2 years or 24,000 miles, whichever comes first, of emissions performance warranty coverage for your engine, emissions control system, and catalytic converter. Any authorized Volkswagen dealer can perform the Smog Check inspection and repair warranty items. For the complete terms and conditions of this warranty, see your Volkswagen Owner's Manual.

For 10 years or 100,000 miles, whichever comes first:

Some Volkswagen models are not typically equipped with a [illegible] that [illegible] emissions [illegible]. If your Volkswagen is one of these models, and it fails its Smog Check inspection, we will repair or replace the [illegible] at no charge to you. This warranty is valid for 10 years or 100,000 miles, whichever comes first, from the date of delivery of the vehicle to the original purchaser or original lessee. This warranty is transferable to subsequent owners. [illegible] [illegible] [illegible]



07C-906-051 is referenced to MAP Sensor

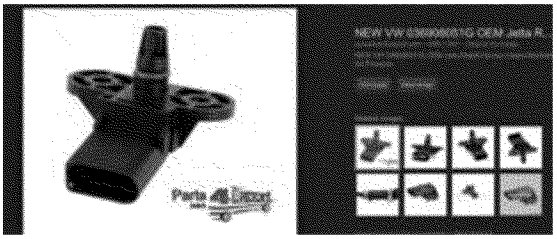


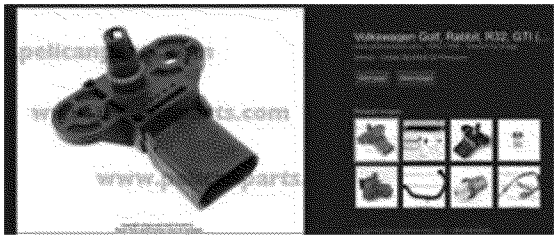


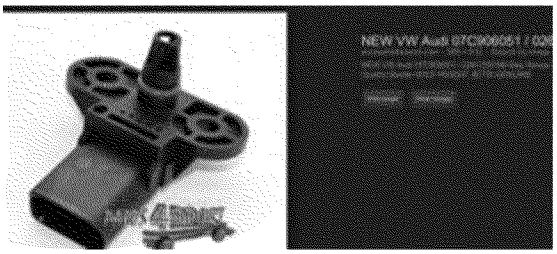
Part 07C-906-

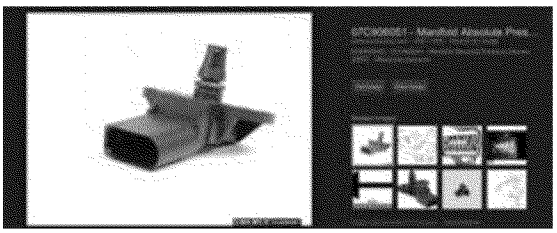


051 ***Part 036-906-051-G***









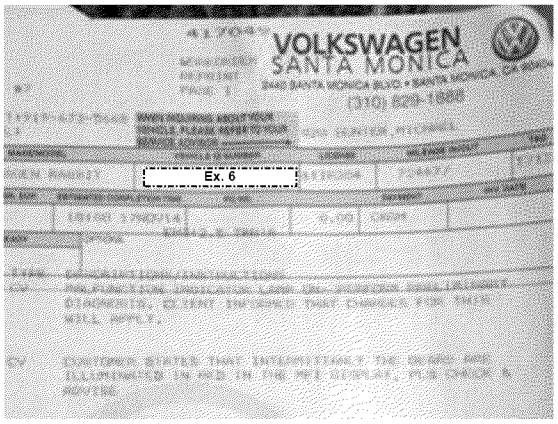
•□□□□□□□□

Ex. 6

Ex. 6

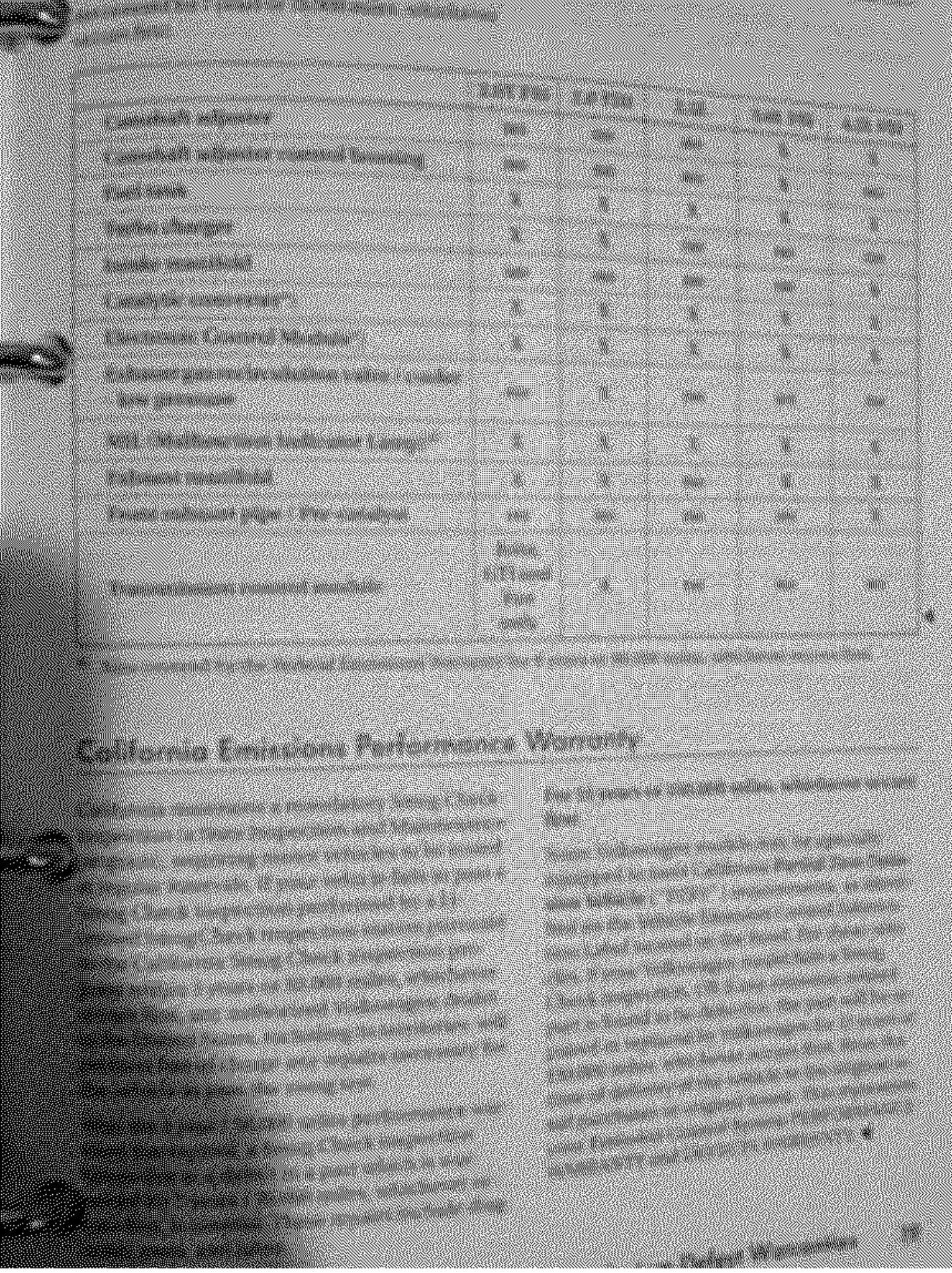
Ex. 6

Ex. 6


VOLKSWAGEN
SANTA MONICA
(310) 829-1888
Ex. 6



VW FOIA, EPA/2017-FFP_016883



VW FOIA, EPA/2017-FFP_016884

GET IN THE ZONE®

AutoZone®

07c906051 GO

Ex. 04 Camry Battery See More Examples

My Vehicles

2009 Volkswagen Rabbit 2.5L SFI DOHC PZEV 5cyl

My S

1277

(310

OPE

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YOU SEARCHED FOR 07c906051

PARTS

Showing 0 of 0 Part

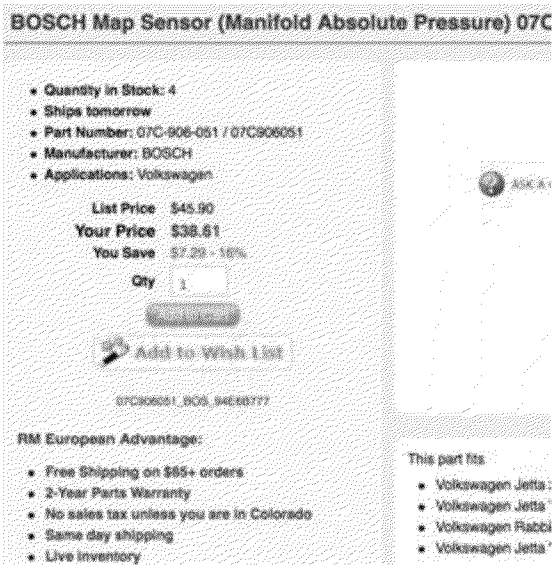
No parts found for 07c906051.

CROSS REFERENCE

Showing 1 of 1 Cross Reference Result



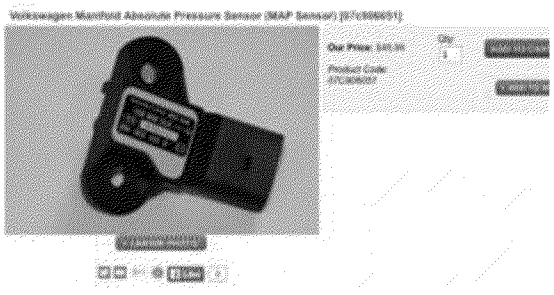
• MAP Sensor

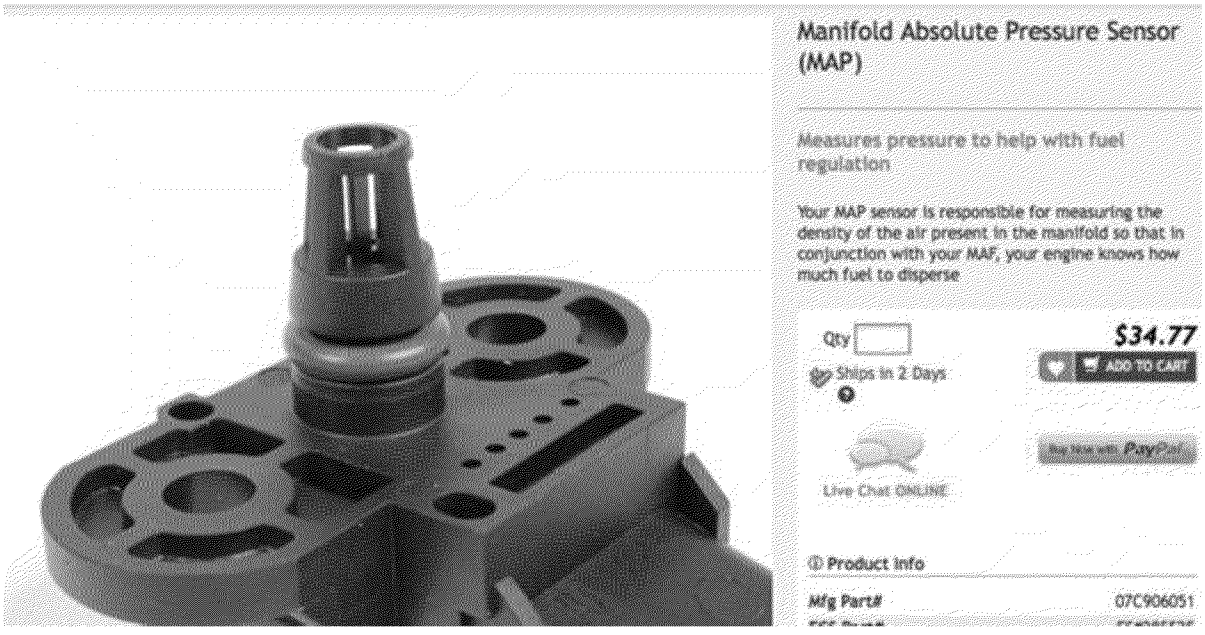

BOSCH Map Sensor (Manifold Absolute Pressure) 07C
Quantity in Stock: 4
Ships tomorrow
Part Number: 07C-906-051 / 07C906051
Manufacturer: BOSCH
Applications: Volkswagen
List Price $45.90
Your Price $38.61
You Save $7.29 - 16%
Qty 1
Add to Wish List
07C906051_BOS_94E60777
RM European Advantage:
Free Shipping on $65+ orders
2-Year Parts Warranty
No sales tax unless you are in Colorado
Same day shipping
Live inventory
This part fits
Volkswagen Jetta
Volkswagen Jetta
Volkswagen Rabbi
Volkswagen Jetta

Manufacturer	Number	Description
BOSCH	0 261 230 167	Sensor, intake manifold pressure
ERA	550818	Sensor, intake manifold pressure
STANDARD	16906	Sensor, intake manifold pressure
STANDARD	MS107	Sensor, intake manifold pressure

Other parts with same number 07C 906 051 (07C906051)

Manufacturer	Number	Description
VOLKSWAGEN	07C 906 051	Sensor, intake manifold pressure
BENTLEY	07C 906 051	Sensor, intake manifold pressure
VAG	07C906051	pressure sensor




Manifold Absolute Pressure Sensor (MAP)
Measures pressure to help with fuel regulation
Your MAP sensor is responsible for measuring the density of the air present in the manifold so that in conjunction with your MAF, your engine knows how much fuel to disperse
Qty
$34.77
Ships in 2 Days
ADD TO CART
Live Chat ONLINE
Product Info
Mfg Part#
07C906051

BOSCH Sensor - Intake Manifold Air Pressure 036906051G

- **Quantity in Stock:** 6
- **Ships tomorrow**
- **Part Number:** 036-906-051-G / 036906051G
- **Manufacturer:** BOSCH
- **Applications:** VW/Audi

List Price	$137.90
Your Price	**$31.07**
You Save	$106.83 - 77%

Qty 1

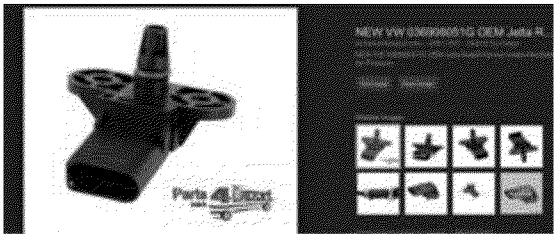
Add to Cart

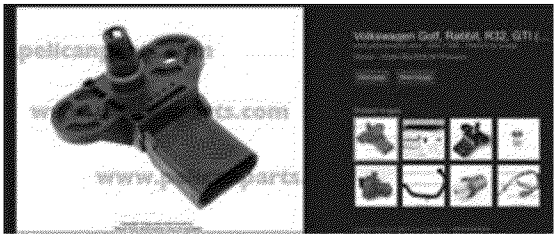
Add to Wish List



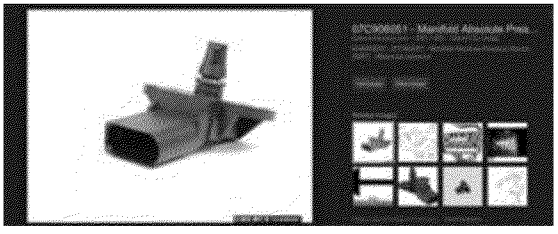
Copyright © 2014,Image used under license

ASK A QUESTION ABOUT THIS PART









To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Ex. 7 (EEO)
Sent: Fri 12/5/2014 6:31:55 PM
Subject: RE: CARB Call

Hello Linc,

We decided to include you in the invitation. It will be at 2:00 pacific on Tuesday December 9th. If you can make it that's great and if not we will schedule something for you.

Thanks,

Ex. 7

From: Wehrly, Linc [mailto:wehrly.linc@epa.gov]
Sent: Friday, December 05, 2014 1:17 PM
To: Ex. 7 (EEO)
Subject: CARB Call

Ex. 7

I would be interested in participating in the call with CARB, however, my schedule is pretty full. What time are you meeting with them?

Linc

Linc Wehrly

Director, Light-Duty Vehicle Center

Compliance Division

Office of Transportation and Air Quality

United States Environmental Protection Agency

(734) 214-4286

wehrly.linc@epa.gov

To: KhanF@NRD.NISSAN-USA.COM[KhanF@NRD.NISSAN-USA.COM]
Cc: Satoshi Watanabe[satoshi.watanabe@nissan-usa.com]; Snyder, Jim[Snyder.Jim@epa.gov]
From: Good, David
Sent: Fri 12/5/2014 7:23:44 PM
Subject: FW: 2015 FE Guide - Updated dataset attached for posting on the web; F-150 dataset attached for posting on the web on or after 11/24/2014
2015 FEGuide for DOE-release dates before 12-6-2014-no-sales-12-2-2014NissanMurano.xlsx

Farrukh,

Please let me know how to classify the 2015 Murano----should it be a midsize wagon or small SUV?

Thanks

Dave

From: Li, Jia [mailto:lij1@ornl.gov]
Sent: Friday, December 05, 2014 11:03 AM
To: Good, David
Cc: Hopson, Janet L.
Subject: RE: 2015 FE Guide - Updated dataset attached for posting on the web; F-150 dataset attached for posting on the web on or after 11/24/2014

Hi Dave:

Could you look at the attached data for the Nissan Murano? The Carline Class Desc--Midsize Station Wagons. It is not Small SUV anymore?

Thanks!

Lisa

From: Good, David [mailto:good.david@epa.gov]
Sent: Wednesday, December 03, 2014 6:29 PM
To: Hopson, Janet L.
Cc: Hula, Aaron; Danzeisen, Karen; French, Roberts; Zaremski, Sara; Bunker, Amy; Li, Jia; Richardson, Jacquelyn F.; Wehrly, Linc; Goeltz, Rick; Saulsbury, Bo; Ball, Joel
Subject: RE: 2015 FE Guide - Updated dataset attached for posting on the web; F-150 dataset attached for posting on the web on or after 11/24/2014

Janet & all,

Attached is an updated 2015 FE Guide dataset for posting on the web. It is sorted by carline class (as usual). It has 1191 conventional model types (increased from 1164 conventional model types which I sent you on 11/20/2014). There were no new EVs or PHEVs so I didn't include tabs for them. Note that for this dataset, the displacement was corrected on VW Indexes 1, 4-8, 85 and 103.

I haven't received any comments regarding my 11/14/2014 email with some thoughts about adding police and emergency vehicles to the website. I'll call you tomorrow or Friday to discuss this a little more.

As usual, please let us know if you find any errors in the attached datasets.

Thanks

EPA comm	VERIFY cc	Model Yea	Mfr Name	Division	Carline	Verify Mfr	Index (Mo	Eng Displ	# Cyl	
Highway MPG lowered by 1	2,0W5	Nissan	NISSAN	MURANO	NSX		43	3.5	6	
Highway MPG lowered by 2	2,0W5	Nissan	NISSAN	MURANO	NSX		42	3.5	6	

Transmiss	City FE (G	Hwy FE (C	Comb FE	City Unad	Hwy Unad	Comb Una	City Unrd	Hwy Unrd	Comb Unr
Auto(AV-S	21	28	24	26.6551	41.0260	31.6430	21.0318	28.0000	24.0729
Auto(AV-S	21	28	24	27.0244	41.8484	32.1491	21.3030	28.0000	24.4396

d combined FE is blank;

d combined FE is blank;

For 2016 Fuel	Air Aspir	Air Aspira	Trans	Trans Des	Trans, Oth	# Gears	Lockup T	Trans Cre	Drive Sys
Suzuki	NA	Naturally A	SCV	Selectable		7	Y	N	A
	NA	Naturally A	SCV	Selectable		7	Y	N	F

Drive Des	Max Ethar	Max Biodi	Range1 - I	Fuel Usag	Fuel Usag	Fuel Unit	Fuel Unit I	Gas Guzzl	Gas Guzzl
All Wheel I	10		G	Gasoline (I	MPG	miles per g	N	Not exempt	
2-Wheel D	10		G	Gasoline (I	MPG	miles per g	N	Not exempt	

2Dr Pass	2Dr Lugg	4Dr Pass	4Dr Lugg	Htchbk	Pahtchbk	Lu	Annual Fu	EPA Calcu	Comment	City2 FE (
	108	39					2200	2200		
	108	39					2200	2200		

Annual Fuel1 - Annual fuel cost error. Please revise. Verify.
Hwy2 Fuel Comb2 FuCity2 UnaHwy2 UnaComb2 UnCity2 UnrHwy2 Unr Cmb2 Unr Range2 - Fuel2 Usa

Year	Driving Range Alternative Fuel	Fuel2 UseFuel2 Unit	Fuel2 UnitFuel2 AnnCity CO2	IHwy CO2	Comb CO2	Fuel2 EPA	Descripto	Intake Val
								2
								2

Exhaust V	Carline Cl	Carline Class Desc	Car/Truck	Calc Appr	Release D	EPA FE Label Dataset ID
8 (Gasoline) Fuel						
2	8	Midsize Station Wagons	car	Derived 5-c	12/5/2014	17414
2	8	Midsize Station Wagons	car	Derived 5-c	12/5/2014	17413

Unique La	Label Rec	Relabel	Relabel D	Suppress	Police/Em	Comment	Cyl Deact	Cyl Deact	Var Valve
N	N			N	N		N		Y
N	N			N	N		N		Y

Var Valve	Var Valve	Var Valve	Energy St	Energy St	# Batteries	Battery Ty	Battery Ty	Total Volt	Batt Energ
ECM contr	N								
ECM contr	N								

ack(s) Amp-hrs)	Batt Spec	Batt Char	Comment	# Capacit	Regen Bra	Regen Bra	Regen Bra	Driver Cnt	Fuel Cell I	Usable H2

Fuel Cell Capacity (kg)	HEV-EV C	# Drive Mo	Motor Ger	Motor Ger	Rated Mot	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Mete
								MFI	Multipoint/s
								MFI	Multipoint/s

Fuel Deliv	Fuel Cell V	Off Board	Camless V	Oil Viscosi	Stop/Start	Stop/Start	Model Typ	Charge De	Charge De	Charge Sus
Natural fuel injection		N		SAE 0W-2	N	No				
Natural fuel injection		N		SAE 0W-2	N	No				

[illegible]	[illegible]	MFR Calcu	EPA Calculated Gas G	[illegible]	GHG Ratin	GHG 1-10	#1 Smog F
		31.9	[redacted]		6	6	FNSXV03.
		32.4			6	6	FNSXV03.

#1 Mfr Sm	#1 EPA Sr	SmartWay	#2 Smog F	#2 Mfr Sm	#2 EPA Sr	SmartWay	#3 Smog F	#3 Mfr Sm	#3 EPA Sr
(EPA Determined)									
5									
5									

SmartWay	#4 Smog	#4 Wh Smog	#4 EPA Sr SmartWay	$ You Save	$ You Spen	City CO2 R	Hwy CO2 F	Comb CO2
				0		423	318	376
				0		418	318	373

[redacted] Tota City PHEV Hwy PHEV Comb PHEV Composite MPGe

To: Ex. 7 @vw.com]
From: Wehrly, Linc
Sent: Fri 12/5/2014 7:51:20 PM
Subject: RE: CARB Call

Sounds good. Thanks.

Linc Wehrly

Director, Light-Duty Vehicle Center

Compliance Division

Office of Transportation and Air Quality

United States Environmental Protection Agency

(734) 214-4286

wehrly.linc@epa.gov

From: Ex. 7 @vw.com]
Sent: Friday, December 05, 2014 1:32 PM
To: Wehrly, Linc
Subject: RE: CARB Call

Hello Linc,

We decided to include you in the invitation. It will be at 2:00 pacific on Tuesday December 9th. If you can make it that's great and if not we will schedule something for you.

Thanks,

Ex. 7

From: Wehrly, Linc [mailto:wehrly.linc@epa.gov]
Sent: Friday, December 05, 2014 1:17 PM
To: Ex. 7 (EEO)
Subject: CARB Call

Ex. 7

I would be interested in participating in the call with CARB, however, my schedule is pretty full. What time are you meeting with them?

Linc

Linc Wehrly

Director, Light-Duty Vehicle Center

Compliance Division

Office of Transportation and Air Quality

United States Environmental Protection Agency

(734) 214-4286

wehrly.linc@epa.gov

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Kata, Leonard (EEO)[Leonard.Kata@vw.com]; Rodgers, William (EEO)[William.Rodgers@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]
From: Allen, Gregory (EEO)
Sent: Fri 12/5/2014 9:01:27 PM
Subject: Ex. 4 - CBI

Ex. 4 - CBI

Hello Jim,

Please see the attached presentation for the Volkswagen Group of America, Inc. Ex. 4 - CBI

Ex. 4 - CBI

in accordance with the applicable test cycles.

If you have any questions please let me know.

Thank You and Best Regards,

Greg Allen

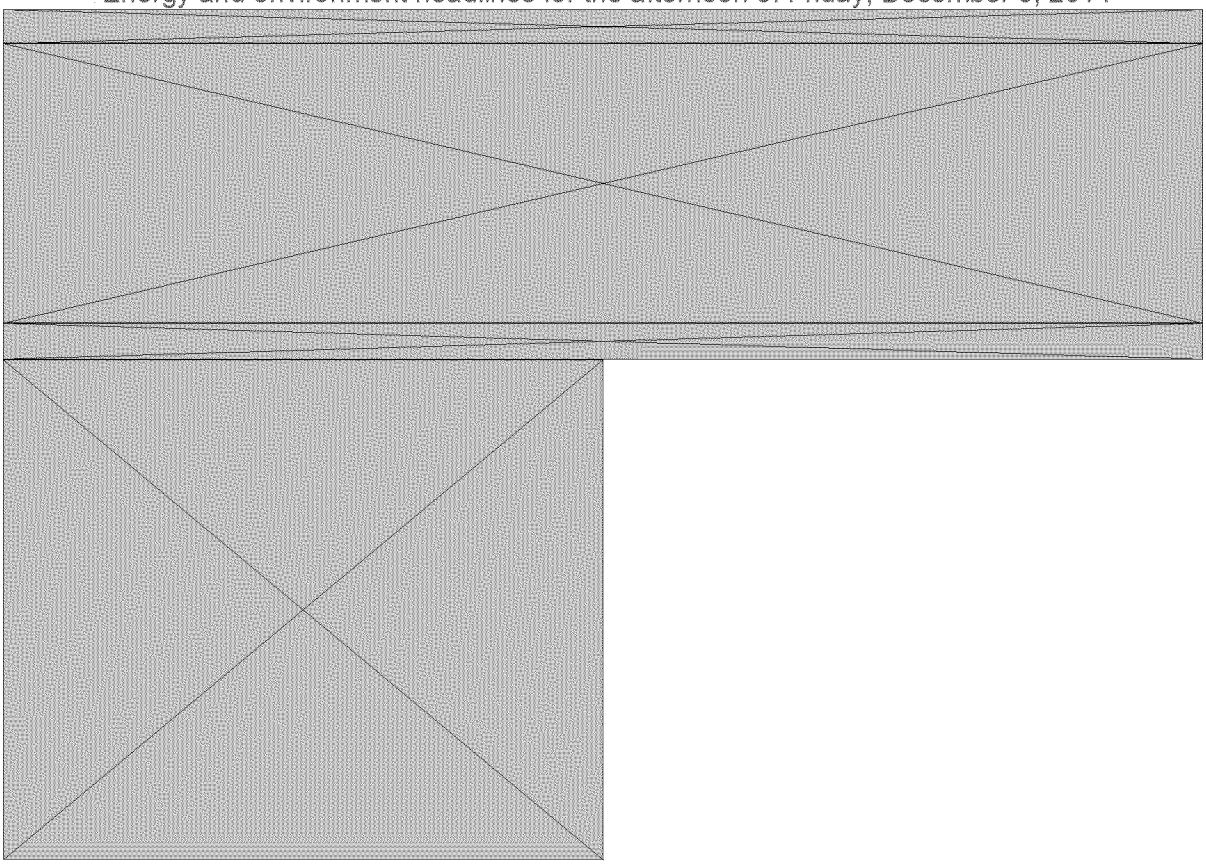
VWGoA EEO

(248)754-4209

To: Brooks, Phillip[Brooks.Phillip@epa.gov]
From: EnergyGuardian
Sent: Fri 12/5/2014 10:42:03 PM
Subject: GOP won't need filibuster-proof Keystone XL majority: Gerard

Advertise | Contact

Energy and environment headlines for the afternoon of Friday, December 5, 2014



GOP won't need filibuster-proof Keystone XL majority: Gerard

By Edward Felker

The head of the American Petroleum Institute on Friday predicted that Republicans in Congress will win final approval of the controversial Keystone XL oil sands pipeline next year without having to override a presidential veto.

API President Jack Gerard told reporters that an approval measure attached to must-pass

legislation, such as an appropriations bill to avert a government shutdown, will let them get around the challenge of rounding up 67 votes in the Senate and 290 in the House for a successful override.

"I don't expect at the end of the day it's going to have to be a veto override," he said. "I think at the end of the day they're going to find a way to resolve it with a strong bipartisan vote."

That strategy has been floated by Republican backers of the project as a way to force President Barack Obama to agree to the project, despite his stance that Congress should not interfere with a national interest review by the State Department.

Gerard made the comments during a media teleconference in which he said API will continue a broad-based advertising campaign in 2015 calling for President Barack Obama to approve the \$8 billion project.

Yet he indicated that API won't need to target additional Democrats to vote for approval bills, which are expected early next year from the Republican majorities in Congress.

Advocates of the project will be able to count on 63 votes in the Senate for approval beginning next month, based on Republican victories in the Nov. 4 elections and the 10 Democrats who voted for it on Nov. 18.

One of those was Sen. Mary Landrieu, D-La., who faces a runoff election on Saturday against another Keystone XL backer, Rep. Bill Cassidy, R-La.

That total is enough to defeat a Democratic filibuster of a Keystone XL bill promised by incoming majority leader Sen. Mitch McConnell, R-Ky.

But he would have to convince four more to get to 67 from among Democrats who voted against approval in November.

Meanwhile, House Republicans fell 38 votes short of a filibuster-proof majority on their approval vote on Nov. 14, with 31 Democrats voting with them. The GOP will have 10 more seats starting in January, a total of 234, meaning they too would have attract new Democratic support for the project.

McConnell has yet to say how Senate Republicans will advance a Keystone XL approval bill, other than to say they will bring up the legislation early in the new year.

Sen. John Hoeven, R-N.D., the Republican who has led the approval effort in the Senate with Landrieu, on Wednesday said at a minimum his bill is to go first to the Senate Energy and Natural Resources Committee and then get a floor vote.

"We'll introduce a new bill, take it through the committee, take it to the floor, and have regular order, let people offer their amendments. That's what our leader has talked about and that's how we'll approach it," Hoeven said.

He has said previously that Republicans may have to resort to the strategy of attaching the project to other legislation that Obama is inclined to approve.

They attempted a similar maneuver in late 2011 by putting a deadline for a presidential decision on TransCanada's permit application in a payroll tax cut bill passed by Senate Democrats and signed by Obama. The next month Obama formally rejected the TransCanada application, stating the 60-day deadline would not allow a complete review of the project's impacts.

TransCanada re-applied afterwards, setting in motion the current State Department review that has been extended to allow for resolution of a court challenge in Nebraska to the approval of the pipeline route through the state.

Quick Links

GOP may keep weaker Senate filibuster rule

Landrieu can't settle on message in Senate runoff

Gasoline prices below \$2 a gallon in Texas, Oklahoma

US trade deficit drops to \$43.4B, oil imports down

Coast Guard proposes Bering Straits shipping route

Water woes among topics for 8 governors in Vegas

NRC: 6 workers inhaled uranium at Wyoming mine

UN: climate change costs to poor underestimated

Turk, Greek PMs stress importance of better ties

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Upcoming Events

GOP may keep weaker Senate filibuster rule

By Alan Fram

WASHINGTON (AP) — Poised to take over the Senate next month, Republicans may well keep weaker filibuster rules that they angrily denounced Democrats for muscling through the chamber a year ago.

GOP senators remain divided on the issue, and it is uncertain what will happen when they discuss it Tuesday behind closed doors. But several Republicans said they think they will stick with the Democratic-imposed old threshold that a simple majority of votes can end filibusters against most nominations, instead of reviving the tougher 60-vote standard that lasted four decades before it was scuttled last November.

"My guess is even people who might have been inclined to go back are being persuaded more all the time that that's not practical," said Sen. John Thune of South Dakota, a member of the GOP Senate leadership.

Retaining the weaker standard would likely have scant impact on President Barack Obama's nominees in his final two years in office. Republicans controlling the Senate could simply choose to not hold votes on nominations they oppose and would not need filibusters, or procedural delays, to derail them.

More

Landrieu can't settle on message in Senate runoff

By Melinda Deslatte

BATON ROUGE, La. (AP) — Seniority and clout. The Keystone XL pipeline. Her opponent's timesheets. And a slap at national Democrats who abandoned her bid for reelection.

Trying to gain traction with Louisiana's voters ahead of Saturday's runoff election, Democratic Sen. Mary Landrieu has hopscotched through messages and blame for what's now her underdog status. Rep. Bill Cassidy, Landrieu's Republican opponent, meanwhile, appears set for success on Saturday by hammering Landrieu on just one theme: her ties to President Barack Obama.

"It's been very difficult because (Republicans) have been successful in a number of states by saying, 'Obama bad, therefore vote against your own senator.' And that's what they've said here," said Democratic former Louisiana Sen. John Breaux. "That shouldn't be the issue in the race. It should be whether or not Mary's done a good job for the state. I think she's done incredible things for the state."

But Landrieu has not stuck solely to that idea, throwing an assortment of messages at Louisiana voters as she tries to hang onto the last statewide Democratic-held seat in the Deep South. Sens. Mark Pryor of Arkansas and Kay Hagan of North Carolina went down in defeat Nov. 4 after being pummeled by similar Republican-driven, anti-Obama strategies.

More

Gasoline prices below \$2 a gallon in Texas, Oklahoma

By Ken Miller

OKLAHOMA CITY (AP) — Gas has dropped below \$2 a gallon at a handful of stations in Oklahoma and Texas this week, a level that a price-watching group said Friday was the lowest in the nation and a bargain that's proven irresistible to some long lines of drivers coming from miles away to fill up.

A station in Oklahoma City started the trend earlier this week at a new location as a way to thank residents who put up with construction. Two nearby stations followed suit, becoming what Patrick DeHaan with GasBuddy.com said early Friday were the only ones in the United States with sub-\$2 gas. A San Antonio, Texas, station also later dropped its price.

"When I first saw it, I thought it was a misprint," said Marcus Hendricks, a student who lives in south Oklahoma City, at the OnCue Express in southeast Oklahoma City, where the price was \$1.99 per gallon for gas with a 10 percent blend of ethanol. "There were so many cars it looked they were giving something away for free. They practically are."

The nationwide average for a gallon of gas was \$2.71 Friday, nearly \$1 below this year's peak of \$3.70 in June. Gas hasn't been this cheap since October 2010. The decline has been

driven by falling global oil prices as supplies are high. Benchmark U.S. crude oil fell 68 cents to \$66.11 a barrel in New York on Friday, after hitting \$107 in June.

More

US trade deficit drops to \$43.4B, oil imports down

By Martin Crutsinger

WASHINGTON (AP) — The U.S. trade deficit fell slightly in October as exports rebounded while oil imports dipped to the lowest level in five years.

The deficit edged down 0.4 percent to \$43.4 billion, a drop from a revised \$43.6 billion in September, the Commerce Department reported Friday.

Exports climbed 1.2 percent to \$197.5 billion, recovering after a September dip. Imports were up as well, rising 0.9 percent to \$241 billion but that increase was tempered by a 0.6 percent fall in imports of petroleum, which dropped to the lowest level since November 2009. The average price of a barrel of oil dipped to \$88.47, the lowest point since February 2011.

Through October, the deficit is running 4.8 percent below the same period in 2013. A lower deficit provides a boost to economic growth.

More

Coast Guard proposes Bering Straits shipping route

By Seth Borenstein

WASHINGTON (AP) — The U.S. Coast Guard is proposing an 8-mile wide shipping route through the Bering Strait region to try to protect Arctic waters, as global warming has increased traffic in the vulnerable area.

Retired Coast Guard Vice Admiral Roger Rufe, former operations chief for the Department of Homeland Security, said the two-way voluntary route is the shipping version of a highway. He said it is an indication that climate change has made the region more passable for ships, ramping up traffic in rough waters. Melting ice is opening up shorter routes from Europe to Asia through the Arctic.

But he said it also puts more pristine parts of the environment at risk to oil spills and other problems.

Rufe and others said this would help protect the region.

A message from America's Natural Gas Alliance

A solar power plant that works all night. Natural gas allows Florida Power & Light to produce clean energy 24/7. Think about it.

Learn more at www.thinkaboutit.org.

Water woes among topics for 8 governors in Vegas

By Ken Ritter

LAS VEGAS (AP) — Facing dwindling water supplies, Western states are struggling to capture every drop with dam and diversion projects that some think could erode regional cooperation crucial to managing the scarce resource.

Against that backdrop, eight Western governors meeting in Las Vegas this weekend will address regional water issues, and water managers from seven states arrive next week to work on ways to ensure 40 million people in the parched Colorado River basin don't go thirsty.

Gary Wockner, a conservationist with the Denver-based advocacy group Save the Colorado, said there's already jostling amid the fear of empty buckets. "Everyone is trying to get the last legal drop of water," he said.

Colorado River Water Users Association representatives deny there's discord at their table.

"Fifteen years of drought has tightened everything. But I don't see this as people are getting ready to fight," said Jeff Kightlinger, general manager of the Metropolitan Water District of Southern California. That agency is dealing with a double-whammy — drought on the Colorado River and in the Sierra Nevada and Northern California.

More

NRC: 6 workers inhaled uranium at Wyoming mine

By Mead Gruver

CHEYENNE, Wyo. (AP) — Six workers at a Wyoming uranium mine inhaled the radioactive element while cleaning up a spill inside a processing building just days before the mine delivered its first shipment last year, according to the Nuclear Regulatory Commission.

The workers' urine tested positive for uranium at close to seven times the federal agency's

permissible level, the federal agency alleges in a Nov. 14 violation notice against Lost Creek LLC ISR, a subsidiary of Littleton, Colorado-based Ur-Energy.

The spill happened Nov. 28, 2013, at the Lost Creek in-situ uranium mine in south-central Wyoming. In-situ mining involves pumping fluids underground to release uranium into a solution that is pumped to the surface. No shafts or tunnels are dug.

Some 1,500 pounds of yellowcake, a precursor of enriched uranium, surged onto the floor of a processing building while a worker was filling a 55-gallon drum with the dry, powdery substance, according to the notice.

More

UN: climate change costs to poor underestimated

By Karl Ritter

LIMA, Peru (AP) — The cost to poor countries of adjusting to ever-hotter temperatures will be two or even three times higher than previously thought, the U.N.'s environment agency said Friday — and that assumes a best-case scenario in which greenhouse gas emissions are dramatically reduced.

"If you don't cut emissions, we're just going to have to ask for more money because the damage is going to be worse," Ronald Jumeau of the Seychelles said at U.N. climate talks.

The report was bound to sharpen disputes in Lima over who pays the bills for the impacts of global warming, whose primary cause is the burning of coal, oil and gas but which also includes deforestation. It has long been the thorniest issue at the U.N. negotiations, now in their 20th round.

Rich countries have pledged to help the developing world convert to clean energy and adapt to shifts in global weather that are already adversely affecting crops, human health and economies. But poor countries say they're not seeing enough cash.

More

Turk, Greek PMs stress importance of better ties

By Elena Becatoros

ATHENS, Greece (AP) — Turkish Prime Minister Ahmet Davutoglu on Friday stressed the importance of improving ties with neighboring Greece and taking steps to turn the Aegean Sea between them into a "sea of peace," as he began a two-day visit to Athens.

Davutoglu was heading a large delegation of businessmen and nine ministers, including those

of foreign affairs, economy, energy, interior and customs. The visit will include a joint Cabinet meeting — a system begun several years ago as a means of improving the often testy ties between the two neighbors.

Speaking just before leaving Istanbul, Davutoglu said the two sides would discuss "steps that we can take in the eastern Mediterranean, in the Middle East — and as two neighboring countries we shall discuss steps that we can take to turn the Aegean into a sea of peace."

Greece and Turkey have historically had strained ties, and continue to be at odds over several disputes, including territorial issues in the Aegean Sea and the Mediterranean island of Cyprus.

Tension increased recently over oil and gas exploration rights off Cyprus, divided since 1974 into a Turkish-occupied north and a Greek Cypriot south.

More

Finland clears nuclear venture with Russian firm

By The Associated Press

HELSINKI (AP) — Finland has taken a major step toward approving the construction of a nuclear plant by Finnish-Russian consortium Fennovoima that would be the Nordic country's sixth reactor.

In a 115-74 vote, lawmakers re-endorsed the project Friday. The 1,200 megawatt plant was originally approved by lawmakers in 2010 but fell through after it did not find enough local investors. Finland requires that domestic investors own at least 60 percent of Fennovoima.

Currently, Russia's Rosatom holds a 34-percent stake.

Finland's state-controlled utility Fortum has said it is ready to take up a 15 percent stake. The government says it is confident it can find Finnish investors for the remaining 45 percent.

US officials list Iran's concessions in nuke talks

By Bradley Klapper and Matthew Lee

WASHINGTON (AP) — The Obama administration is telling members of Congress it has won significant concessions from Iran for extending nuclear talks, including promises by the Islamic republic to allow snap inspections of its facilities and to neutralize much of its remaining uranium stockpile.

Those terms are included in a document that U.S. officials say represents the terms for a seven-month extension in nuclear negotiations between world powers and Iran, agreed to

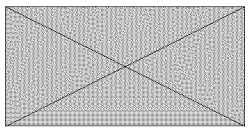
when the last deadline of Nov. 24 passed without an accord. A copy was obtained by The Associated Press.

The authenticity of the document was confirmed by three U.S. officials and congressional aides familiar with closed-doors discussions in recent days that have included top U.S. nuclear negotiator Wendy Sherman and Jake Sullivan, formerly Vice President Joe Biden's national security adviser. The officials have been presenting the Iranian concessions to lawmakers in the hopes of convincing them to support the extension and hold off on new economic sanctions that could derail the diplomatic effort.

There is no proof Tehran has agreed to or will follow through on the steps outlined, and negotiators representing world powers and Iran offered few specifics on their progress when they agreed to extend negotiations until July. No signed agreement emerged from that understanding, but administration officials say Iran accepted important limits on its nuclear program in the discussions last month. The officials weren't authorized to speak publicly on the sensitive negotiations and insisted on anonymity.

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OPEC squares off against U.S. producers in oil duel

Wind tax credit brought back to life.

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Oil at five-year low

A strong dollar and continuing oversupply kept oil prices down Friday. U.S. benchmark crude settled at a five-year low on the Nymex, dropping 97 cents to \$65.84 a barrel, while in London Brent fell 57 cents to \$69.07, Reuters reports.

More

Low oil prices could trigger mergers: Analysts

The oilfield services sector has already seen recent merger activity, but that could extend to major oil companies, too, as they feel the impact of the drop in crude prices, analysts told The Wall Street Journal, noting that rumors Royal Dutch Shell would make a bid for BP sent the British firm's shares higher in midweek.

More

Falling oil prices should heat up exports debate

The drop in oil prices should push the U.S. to seek "additional markets for our product," American Petroleum Institute chief Jack Gerard told reporters on a conference call Friday, a reference, according to The Hill, to opening further debate on lifting the ban on crude exports.

More

Condensate exports key to reviving Kinder Morgan western pipeline

Kinder Morgan is looking to revive plans for the \$2 billion Freedom Pipeline Oil Project that would bring crude to West Coast refineries, assuming it can then export condensate produced there to Asia, FuelFix reports, citing information from Genscape.

More

Phillips 66 to focus on midstream as it spends more in 2015

The \$4.6 billion in capital budget outlay for Phillips 66 next year -– an increase of \$700 million, or 17 percent compared to 2014 -– will mostly pay for midstream projects including pipelines, rail infrastructure and natural gas processing, FuelFix reports.

More

FERC needs formal role in EPA's emissions rule for power plants: Clark

Tony Clark, a Republican member of the Federal Energy Regulatory Commission, told E&E in an interview that the body needs a formal role in putting the Environmental Protection Agency's so-called Clean Power Plan into effect, and the details could be worked out in a technical conference with state and EPA officials.

More

Miners, ranchers, Nevada officials sue over sage grouse

A suit filed late Thursday by mining and ranching groups alongside Nevada counties charges that legal settlements the Obama administration reached with environmentalists three years ago are illegally forcing the U.S. Fish and Wildlife Service to make a decision on whether the greater sage grouse is an endangered species, E&E reports.

More

Fundraising for NextGen fell short of Steyer's goal

NextGen Climate raised \$67.7 million in 2014, short of the \$100 million goal founder Tom

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Steyer set earlier in the year, but records filed with the Federal Election Commission Thursday show one late donor was ex-media mogul Ted Turner, The Hill reports.

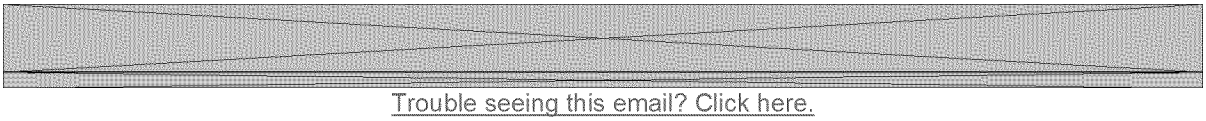
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VW picks up battery stake, to get boost over Tesla

Startup QuantumScape Corp. -- believed to be working on solid-state battery technology -- has caught the attention of Volkswagen AG, which has bought a stake in the company, people familiar with the deal have told Bloomberg, which reports that the German automaker is likely trying to get a competitive edge over Tesla.

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Upcoming Events



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To: Bill Elrick[belrick@CAFCP.org]; Ex. 7 Alex Keros (alexander.keros@gm.com)[alexander.keros@gm.com]; Fred Joseck (fred.joseck@ee.doe.gov)[fred.joseck@ee.doe.gov]; Joerg Launer (Jorg.Launer@vw.com)[Jorg.Launer@vw.com]; John Juriga (jjuriga@hatci.com)[jjuriga@hatci.com]; MIKULIN, JOHN[MIKULIN.JOHN@EPA.GOV]; Justin Ward (justin.ward@tema.toyota.com)[justin.ward@tema.toyota.com]; Lance Atkins (lance.atkins@nissan-usa.com)[lance.atkins@nissan-usa.com]; mmiyasato@aqmd.gov[mmiyasato@aqmd.gov]; McKinney, Jim@Energy[Jim.McKinney@energy.ca.gov]; r.modlin@chrysler.com[r.modlin@chrysler.com]; Robert Bienenfeld (Robert_Bienenfeld@ahm.honda.com)[Robert_Bienenfeld@ahm.honda.com]; Ronald Grasman (ronald.grasman@daimler.com)[ronald.grasman@daimler.com]; Thorsten Wesse (Thorsten.Wesse@afcc-auto.com)[Thorsten.Wesse@afcc-auto.com]; catherine.kim@daimler.com[catherine.kim@daimler.com]; Kaori Alarid (kaori.alarid@tema.toyota.com)[kaori.alarid@tema.toyota.com]; Ex. 7 Ex. 7 Melanie Hobenshield (melanie.hobenshield@afcc-auto.com)[melanie.hobenshield@afcc-auto.com]; Nancy Ann Leffler (NAL@CHRYSLER.COM)[NAL@CHRYSLER.COM]; Pat Krayser[pkrayser@aqmd.gov]; Amy Lilly (alilly@hatci.com)[alilly@hatci.com]; Ex. 7 Andreas Truckenbrodt (andreas.truckenbrodt@truckenbrodts.com)[andreas.truckenbrodt@truckenbrodts.com]; Ex. 7 afournier@baaqmd.gov[afournier@baaqmd.gov]; Bob Cassidy (robert.cassidy@nissan-usa.com)[robert.cassidy@nissan-usa.com]; Brandi Gonzales[bgonzales@CAFCP.org]; Ex. 7 Ex. 7 Grundler, Christopher[grundler.christopher@epa.gov]; Chris White[cwhite@CAFCP.org]; Dean Kato (dean@intereco.com)[dean@intereco.com]; Ex. 7 Frank Seyfried (frank.seyfried@volkswagen.de)[frank.seyfried@volkswagen.de]; Ex. 7 Ex. 7 Geri Yoza (Geri_yoza@toyota.com)[Geri_yoza@toyota.com]; Jared Farnsworth (jared.farnsworth@tema.toyota.com)[jared.farnsworth@tema.toyota.com]; Jason Marcinkoski (jason.marcinkoski@ee.doe.gov)[jason.marcinkoski@ee.doe.gov]; Jerome Gregeois (jgregeois@hatci.com)[jgregeois@hatci.com]; Juergen Friedrich (juergen.friedrich@daimler.com)[juergen.friedrich@daimler.com]; Kevin Lee (kslee@hatci.com)[kslee@hatci.com]; Kiho Yoo (k.u@hyundai-motor.com)[k.u@hyundai-motor.com]; Linda Carrizosa[lcarrizosa@cafcp.org]; Lisa Mirisola (lmirisola@aqmd.gov)[lmirisola@aqmd.gov]; Mark S. Torigian Esq (Mtorigian@hatci.com)[Mtorigian@hatci.com]; Matt McClory (matt.mcclory@tema.toyota.com)[matt.mcclory@tema.toyota.com]; Matthew Forrest (matthew.forrest@daimler.com)[matthew.forrest@daimler.com]; Nico Bouwkamp[nbouwkamp@cafcp.org]; Randy Roesser (Randy.Roesser@energy.ca.gov)[Randy.Roesser@energy.ca.gov]; Wysor, Tad[wysor.tad@epa.gov]; Takehito Yokoo (takehito.yokoo@tema.toyota.com)[takehito.yokoo@tema.toyota.com]; Tiger Jeong (tigerjeong@hyundai.com)[tigerjeong@hyundai.com]; Tim Olson (tolson@energy.state.ca.us)[tolson@energy.state.ca.us]
From: Bill Elrick
Sent: Sat 12/6/2014 6:33:31 AM
Subject: RE: December 10th Steering Team meeting 11am-3:30pm

Steering Team,

In preparation of our meeting December 10th, please recall that the meeting materials were updated after the Monday phone call to reflect additional member input. The files are located in the same link below on Member Resources. Note there is NO proposal to go above the anticipated income, despite the total of the new project proposals being higher than the ~$90k

net income. The meeting will focus on members agreeing on the 2015 program plan and budget, including addressing how to address the proposed projects within that $90k.

Bill

From: Bill Elrick
Sent: Monday, November 24, 2014 12:23 PM
To: Ex. 7 Alex Keros (alexander.keros@gm.com); Bill Elrick; Fred Joseck (fred.joseck@ee.doe.gov); Joerg Launer (Jorg.Launer@vw.com); John Juriga (jjuriga@hatci.com); John Mikulin (mikulin.john@epa.gov); Justin Ward (justin.ward@tema.toyota.com); Lance Atkins (lance.atkins@nissan-usa.com); Matt Miyasato (mmiyasato@aqmd.gov); McKinney, Jim@Energy; Reg Modlin (r.modlin@chrysler.com); Robert Bienenfeld (Robert_Bienenfeld@ahm.honda.com); Ronald Grasman (ronald.grasman@daimler.com); Thorsten Wesse (Thorsten.Wesse@afcc-auto.com); catherine.kim@daimler.com; Kaori Alarid (kaori.alarid@tema.toyota.com); Ex. 7 Ex. 7 Melanie Hobenshield (melanie.hobenshield@afcc-auto.com); Nancy Ann Leffler (NAL@CHRYSLER.COM); Pat Krayser; Amy Lilly (alilly@hatci.com); Ex. 7 Ex. 7 Andreas Truckenbrodt (andreas.truckenbrodt@truckenbrodts.com); Ex. 7 Ex. 7 Anthony Fournier (afournier@baaqmd.gov); Bob Cassidy (robert.cassidy@nissan-usa.com); Brandi Gonzales; Ex. 7 Ex. 7 Chris Grundler (grundler.christopher@epa.gov); Chris White; Dean Kato (dean@intereco.com); Ex. 7 Frank Seyfried (frank.seyfried@volkswagen.de); Ex. 7 Geri Yoza (Geri_yoza@toyota.com); Jared Farnsworth (jared.farnsworth@tema.toyota.com); Jason Marcinkoski (jason.marcinkoski@ee.doe.gov); Jerome Gregeois (jgregeois@hatci.com); Juergen Friedrich (juergen.friedrich@daimler.com); Kevin Lee (kslee@hatci.com); Kiho Yoo (k.u@hyundai-motor.com); Linda Carrizosa; Lisa Mirisola (lmirisola@aqmd.gov); Mark S. Torigian Esq (Mtorigian@hatci.com); Matt McClory (matt.mcclory@tema.toyota.com); Matthew Forrest (matthew.forrest@daimler.com); Nico Bouwkamp; Randy Roesser (Randy.Roesser@energy.ca.gov); Tad Wysor (wysor.tad@epa.gov); Takehito Yokoo (takehito.yokoo@tema.toyota.com); Tiger Jeong (tigerjeong@hyundai.com); Tim Olson (tolson@energy.state.ca.us)
Subject: December 10th Steering Team meeting 11am-3:30pm

Steering Team,

The materials for the December 10th steering team are now available on member resources (<http://cafcpmembers.org/membersonly/st-meeting-20141210>, agenda attached). This meeting is to determine the 2015 Program Plan and recommend a draft budget for executive board approval. Please review the materials and feel free to contact me with questions, or hold them for the December 1st 10:30am-12:00pm ST phone call.

The materials include:

- DRAFT 2015 CaFCP Program Plan Overview – same as previous version, *plus new FTE cost column (in yellow)*

- 2014-2015 Budget Comparison – same as previous *plus edits* to cover loss of Chrysler and Proton, lowering expected number of paying affiliates, correcting DOE contribution. Net income is now presented as such, not integrated into full member dues reductions. (changes in yellow)

-revised to include loss of Proton

- 2014-2015 Program Comparison – *new document*; comparing 2014 & 2015 activities and budgets (note rebinning of some items)

- Proposed Project Revisions – *new document*; presenting possible augmentation of some existing activities and possible new activities, per request. These are possible inclusions, for discussion Dec 10th

-revised with new budget and task detail, from further member input

- 2015 Proposed Expansions and Additions – *new document*; showing how augment/addition projects fit into 2015 budget (note the total is above the draft 2015 net income)

-revised with new budget, from further member input

Recall that the **updated time for this meeting is 11:00am to 3:30pm**, with the West Sac station opening occurring that morning. The station opening ceremony ends at 10:30am, so please plan to be at CaFCP promptly after for an on time steering team meeting.

Bill Elrick | Executive Director | CaFCP

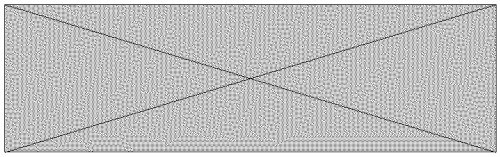
916-371-2396 (w) | belrick@cafcp.org

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Mon 12/8/2014 1:58:21 PM
Subject: A.M. NEWSCAST: Chrysler Pentastar V-6 engine facelift? | Ford eyes efficient CVTs | Women-driven pickups | VW Beetle recall

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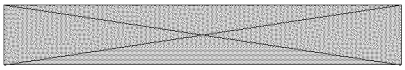
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To: Good, David[good.david@epa.gov]
Cc: Watanabe, Satoshi[Satoshi.Watanabe@Nissan-Usa.com]; Snyder, Jim[Snyder.Jim@epa.gov]
From: Khan, Farrukh
Sent: Mon 12/8/2014 3:20:27 PM
Subject: RE: 2015 FE Guide - Updated dataset attached for posting on the web; F-150 dataset attached for posting on the web on or after 11/24/2014

Hello Dave,

The new 2015MY Murano is classified as midsize wagon.

Thanks,

F. Khan

From: Good, David [mailto:good.david@epa.gov]
Sent: Friday, December 05, 2014 2:24 PM
To: Khan, Farrukh
Cc: Watanabe, Satoshi; Snyder, Jim
Subject: FW: 2015 FE Guide - Updated dataset attached for posting on the web; F-150 dataset attached for posting on the web on or after 11/24/2014

Farrukh,

Please let me know how to classify the 2015 Murano----should it be a midsize wagon or small SUV?

Thanks

Dave

From: Li, Jia [mailto:lij1@ornl.gov]

Sent: Friday, December 05, 2014 11:03 AM
To: Good, David
Cc: Hopson, Janet L.
Subject: RE: 2015 FE Guide - Updated dataset attached for posting on the web; F-150 dataset attached for posting on the web on or after 11/24/2014

Hi Dave:

Could you look at the attached data for the Nissan Murano? The Carline Class Desc--Midsize Station Wagons. It is not Small SUV anymore?

Thanks!

Lisa

From: Good, David [mailto:good.david@epa.gov]
Sent: Wednesday, December 03, 2014 6:29 PM
To: Hopson, Janet L.
Cc: Hula, Aaron; Danzeisen, Karen; French, Roberts; Zaremski, Sara; Bunker, Amy; Li, Jia; Richardson, Jacquelyn F.; Wehrly, Linc; Goeltz, Rick; Saulsbury, Bo; Ball, Joel
Subject: RE: 2015 FE Guide - Updated dataset attached for posting on the web; F-150 dataset attached for posting on the web on or after 11/24/2014

Janet & all,

Attached is an updated 2015 FE Guide dataset for posting on the web. It is sorted by carline class (as usual). It has 1191 conventional model types (increased from 1164 conventional model types which I sent you on 11/20/2014). There were no new EVs or PHEVs so I didn't include tabs for them. Note that for this dataset, the displacement was corrected on VW Indexes 1, 4-8, 85 and 103.

I haven't received any comments regarding my 11/14/2014 email with some thoughts about adding police and emergency vehicles to the website. I'll call you tomorrow or Friday to discuss this a little more.

As usual, please let us know if you find any errors in the attached datasets.

Thanks

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Ex. 7 @vw.com]; Ex. 7 @vw.com]; Ex. 7 @vw.com]; Ex. 7 @vw.com]
From: Ex. 7 (EEO)
Sent: Mon 12/8/2014 4:49:26 PM
Subject: 2016 Audi Certification Request

Hello Jim,

As the result of the recent EPA confirmatory testing related to the 2016 Audi A6, test vehicle GNU4-CAQ configuration 01, we have chosen not to use the calibration or test data to represent this model. We will instead carry over the previous (2015) model year calibration effective with the start of 2016 model year production for this model.

We have submitted an Application for Emissions Certification (revision 2) and Certification Request in the Verify system for the related test group GVGAJ03.0NU4.

Please let me know if you have any questions regarding this request.

Regards,

Ex. 7

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

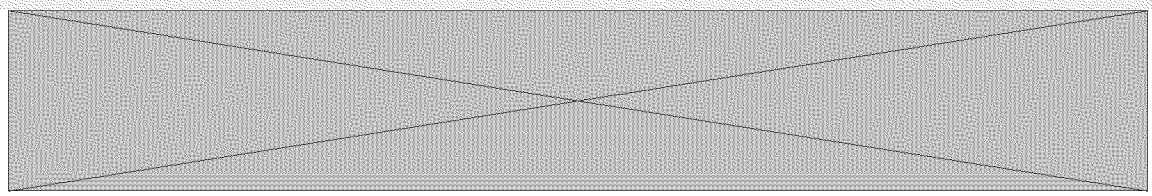
Auburn Hills, MI

Ex. 7

Ex. 7

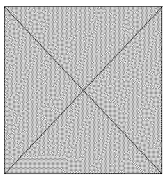
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Mon 12/8/2014 5:05:23 PM
Subject: Green Car Report Daily Headlines

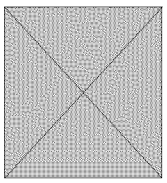
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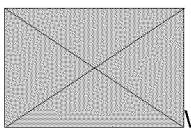
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Hybrids Vs Electric Cars, 2016 Toyota Mirai Impact, BMW i3 Flexible Mobility Program: Today's Car News

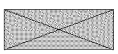
Dec 08, 2014 04:30 pm | feedback@highgearmedia.com (Stephen Edelstein)



We're back from the weekend with a report on the possibility of hybrids being supplanted by battery-electric and plug-in hybrid cars, confident predictions of the impact of the 2016 Toyota Mirai, and the launch of BMW i3 Flexible Mobility Program. All this and more on Green Car Reports. Get a quick overview of the 2015 Kia Soul EV electric car...

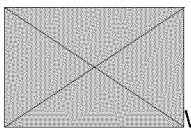
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2016 Toyota Mirai Fuel-Cell Car Will Alter Industry As Prius Did, Says Exec

Dec 08, 2014 04:20 pm | feedback@highgearmedia.com (Stephen Edelstein)



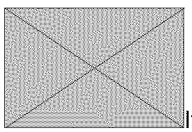
When it launched in the U.S. in 2000, the first-generation Toyota Prius hybrid was met with more than a little skepticism by the automotive establishment and the buying public. As with any new application of technology, it was unclear whether the Prius--and hybrid

cars in general--would have a lasting impact or simply fizzle out. MORE: How Much...

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BMW Launches Flexible Mobility Program For i3 Electric Car

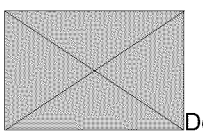
Dec 08, 2014 04:22 pm | feedback@highgearmedia.com (John Voelcker)

 It's not a new idea, but it's one that carries a certain allure: Let the buyers of an electric car borrow a different vehicle for those few times a year when they need to travel long distances. Loaner programs have been offered by a number of electric-car makers, including Fiat for its 500e car in California. DON'T MISS: 2015 BMW i3 Electric Car...

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2015 Scion xB Tall Wagon Continues Largely Unchanged

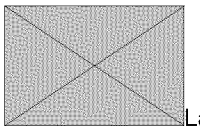
Dec 08, 2014 03:31 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Despite its age, the 2015 Scion xB soldiers on into a new model year with virtually no significant updates. The only notable change for the new model year is a standard backup camera. Otherwise, the 2015 xB is essentially the same car it's been since the last new xB arrived for the 2008 model year. DON'T MISS: Scion iM Concept Previews New Compact...

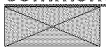
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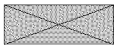
Are Hybrids Being Supplanted By Electric, Plug-In Hybrid Cars?

Dec 08, 2014 03:28 pm | feedback@highgearmedia.com (John Voelcker)

 Late in October, an interesting thing happened in Germany: Audi quietly killed off the hybrid version of its A6 luxury sedan. The model had been around for three years, and though it was initially expected to be sold in the U.S., that never actually happened. DON'T MISS: Californians Now Buy A Plug-In Electric Car For Every 2 Hybrids According to...

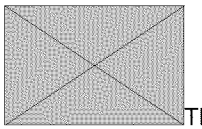
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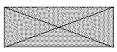
Hydrogen Fuel-Cell Vehicle News From Los Angeles Auto Show

Dec 08, 2014 02:52 pm | feedback@highgearmedia.com (John Voelcker)

 The biggest news in zero-emission vehicles at last month's Los Angeles Auto Show was the formal introduction of the 2016 Toyota Mirai. But several other companies made news in the hydrogen fuel-cell market as well. Here's our brief roundup of the hydrogen stories we covered in LA. 2016 Toyota Mirai The maker of the world's highest-volume hybrid...

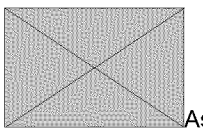
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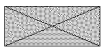
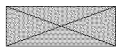


'Thanks A Billion': Nissan Leaf Electric Car Logs 1 Billion Kilometers (Video)

Dec 08, 2014 02:00 pm | feedback@highgearmedia.com (Stephen Edelstein)

 As the world's bestselling electric car, the Nissan Leaf continues to be the first to pass many important milestones for the segment. In just under four years on sale, it recently became the first electric car to pass 1 billion kilometers driven (about 621,371,192 miles). MORE: Nissan And Renault Together Pass 200,000 Electric-Car Sales To thank...

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.

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Ball, Joel
Sent: Tue 12/9/2014 2:34:52 PM
Subject: RE: TDI Presentation (Volkswagen)

I think the VW meeting is at 2pm pacific time

Joel Ball
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4238
ball.joel@epa.gov

From: Wehrly, Linc
Sent: Monday, December 08, 2014 1:29 PM
To: Snyder, Jim
Cc: Ball, Joel; Wright, DavidA; Ott, William; Dalton, Joel
Subject: FW: TDI Presentation (Volkswagen)
Importance: High

VW is meeting with CARB tomorrow at 2 pm to give them an update on the effectiveness of their proposed calibration fixes to address the high off-cycle emission levels for their LD diesels discovered by West Virginia University under contract by ICCT. There is a ton of information and data in the presentation. Since we have the Hyundai/Kia 2016 MY certification preview meeting tomorrow at 2 pm, I won't join the call. VW has said they would be willing to come and discuss this with us if we want.

At your convenience please look over the information and let's decide if we have any questions and want to meet with VW.

Thanks

Linc Wehrly

Director, Light-Duty Vehicle Center

Compliance Division

Office of Transportation and Air Quality

United States Environmental Protection Agency

(734) 214-4286

wehrly.linc@epa.gov

From: Ex. 7 [mailto: Ex. 7 @vw.com]
Sent: Monday, December 08, 2014 1:04 PM
To: Wehrly, Linc
Subject: FW: TDI Presentation (Volkswagen)
Importance: High

Linc:

Sorry from original mail – I had your last name spelled incorrectly.

Ex. 7

From: Ex. 7
Sent: Monday, December 08, 2014 9:46 AM
To: Ex. 7
Cc: wehrly.linc@epa.gov; Ex. 7
Subject: TDI Presentation (Volkswagen)
Importance: High

Ex. 7

I am sending this directly to you and Linc Werhly to assure you received it without any problems due to do Microsoft Outlook.

Please send me a quick mail today to verify you received the presentation (attached) for tomorrow's VW meeting.

Ex. 7

Volkswagen Group of America

3800 Hamlin Road

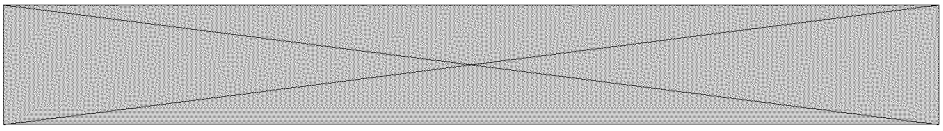
Auburn Hills, MI 48326

Telephone Number: 248 754 4202

Fax: 248 754 4207

Ex. 7 @vw.com

To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: SAE International
Sent: Tue 12/9/2014 3:01:00 PM
Subject: SAE Vehicle Engineering Technology eNewsletter December 2014

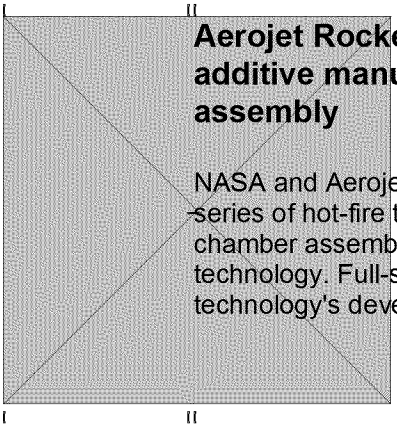


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2016 Explorer gains more powerful four-cylinder, Platinum opulance

Ford upgraded the Explorer's four-cylinder EcoBoost engine to support all-wheel drive and 3000-lb towing, while a new Platinum trim level brings many first-time amenities for Ford. Read full story



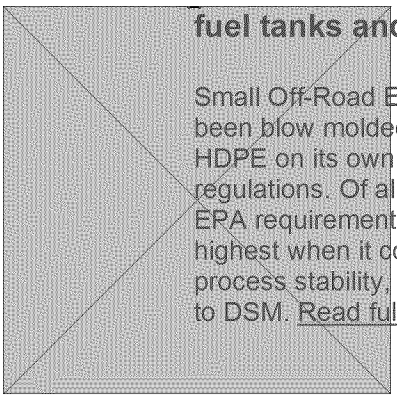
Aerojet Rocketdyne pursues copper alloy additive manufacturing for thrust chamber assembly

NASA and Aerojet Rocketdyne have successfully completed a series of hot-fire tests on an advanced rocket-engine thrust chamber assembly using copper alloy additive manufacturing technology. Full-scale demonstration is the next step in the technology's development path. Read full story

Webinar Exclusive: Improve Automotive Adhesion with Plasma & Flame

Automotive component manufacturers use in-line atmospheric plasma and flame surface treatment to increase adhesion prior to printing, gluing and painting. Effective on a variety of metal, glass and plastic surfaces such as PE, PP, TPO, POM, PUR and PTFE. Learn how surface treatment removes contaminants and functionalize surfaces to provide key manufacturing advantages in adhesion promotion, product quality, cost reduction and green initiatives. Get Full Details

Monolayer PA6 a promising solution for SORE



fuel tanks and permeation compliance

Small Off-Road Engine (SORE) fuel tanks traditionally have been blow molded in high-density polyethylene (HDPE), but HDPE on its own does not meet the new stringent permeation regulations. Of all commercially available solutions to reach the EPA requirements, monomaterial PA6 technology scores the highest when it comes to the combination of permeability, process stability, mechanical properties, and costs, according to DSM. Read full story

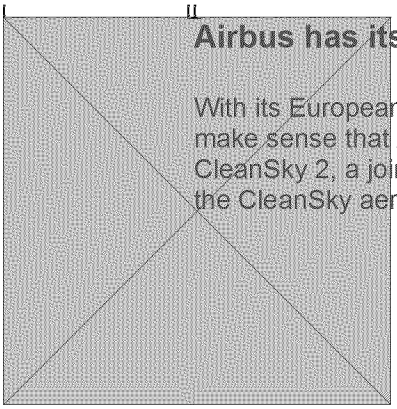
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Mazda enters subcompact crossover segment with 2016 CX-3

The new stylish and refined Mazda2-based crossover made its debut at the 2014 LA Auto Show. Read full story

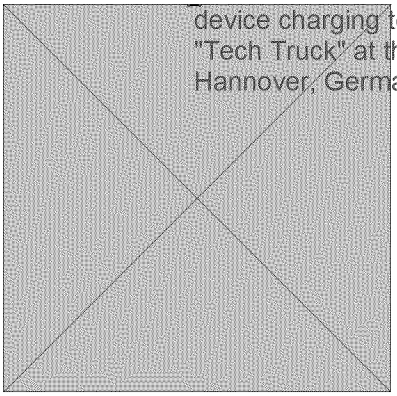


Airbus has its eye on the future of cleaner flight

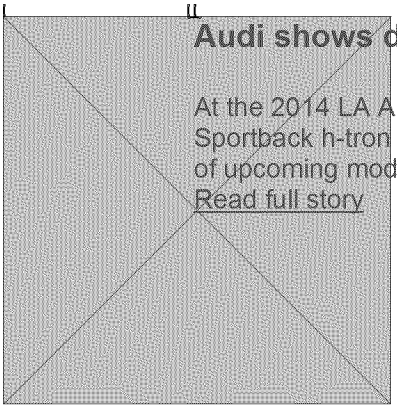
With its European base and global presence, it would only make sense that Airbus would take a leading role in the EU's CleanSky 2, a joint technology initiative that is the follow-up to the CleanSky aerospace research program. Read full story

Connectivity and safety converge in Delphi Tech Truck

The company unveiled reconfigurable clusters and wireless



device charging technologies as part of its second-generation "Tech Truck" at the recent IAA Commercial Vehicles event in Hannover, Germany. Read full story



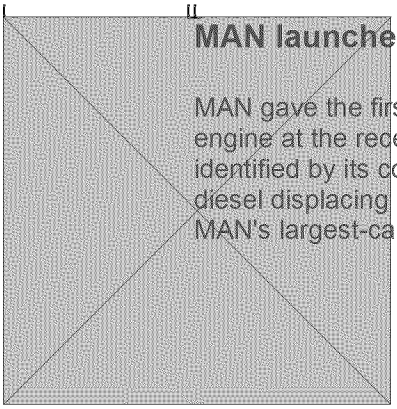
Audi shows design, fuel-cell directions

At the 2014 LA Auto Show, the Prologue concept car and A7 Sportback h-tron illustrate the company's plans for the design of upcoming models and the fuel cell that could power them. Read full story



Sikorsky's all-new Raider helicopter prototype is ready to fly

Based on the rotor coaxial design used in Sikorsky's X2 technology demonstrator, the S-97 features next-generation technologies in a multi-mission configuration (armed aerial scout or light assault). Read full story



MAN launches heavy-duty truck diesel engine

MAN gave the first public showing of its new flagship truck engine at the recent IAA Hanover CV Show. The engine, identified by its code number D3876, is an in-line six-cylinder diesel displacing 15.2 L. It will replace the D2868 16.2-L V8 as MAN's largest-capacity truck diesel engine. Read full story

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The use of aluminum extrusions is meeting consumer demand for comfort and safety!

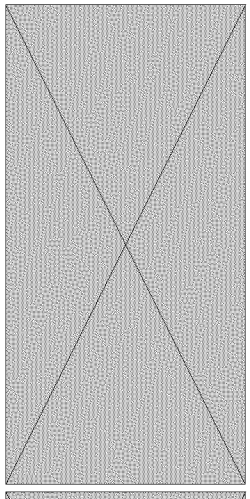
FREE on-demand webcast spotlights the key factors in the increased use of aluminum extrusions in chassis, body, and a host of other applications. Learn More. Register Today!

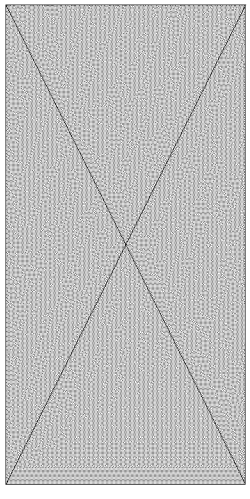
Motor sports teams increase performance with Additive Manufacturing!

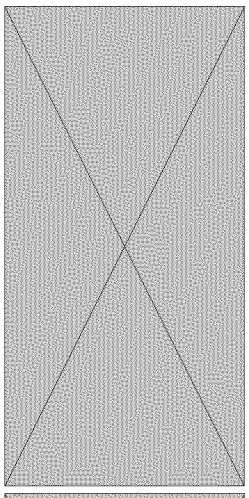
SAE International's free, on-demand technical presentation unveils how motorsports teams are leveraging additive manufacturing to improve performance. Register Now!

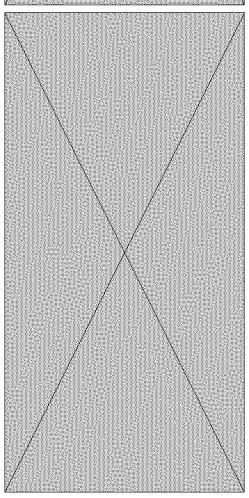
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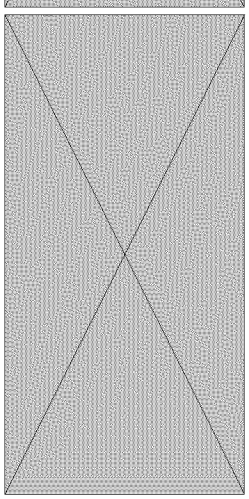
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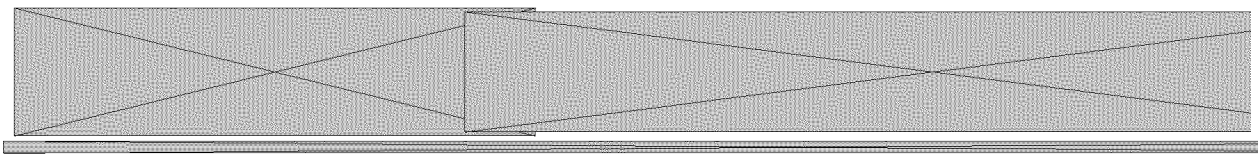
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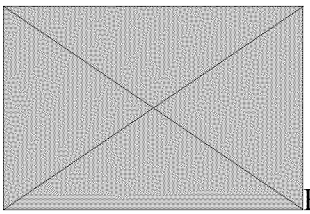
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From: Motor Magazine
Sent: Tue 12/9/2014 8:55:43 PM
Subject: MOTOR New Battery Technology Newsletter

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A MOTOR Magazine Newsletter •
December 9, 2014

IN-DEPTH: **NEW BATTERY TECHNOLOGY**



Batteries: Seeking the Holy Grail

Solid-State Li-Ion Technology Delivers Lower Cost, Higher Energy Density and Increased Driving Range

One of the primary challenges presented by electric vehicles (EVs) has been range, and its associated stress faced by motorists, "range anxiety." Today, EVs with a fully charged battery pack provide a limited range — typically between 50 and 100 miles on a single full charge — which has limited appeal to many consumers. But imagine a battery that would provide more than double the miles of travel on a single overnight or even faster recharge. That could be the game changer automakers need. Satki3, a little known company, is on the cusp of that, and it has attracted serious interest from General Motors and other automakers ... **More >>>**

MOTOR'S **MULTIMEDIA MOMENT**

Battery Evolution

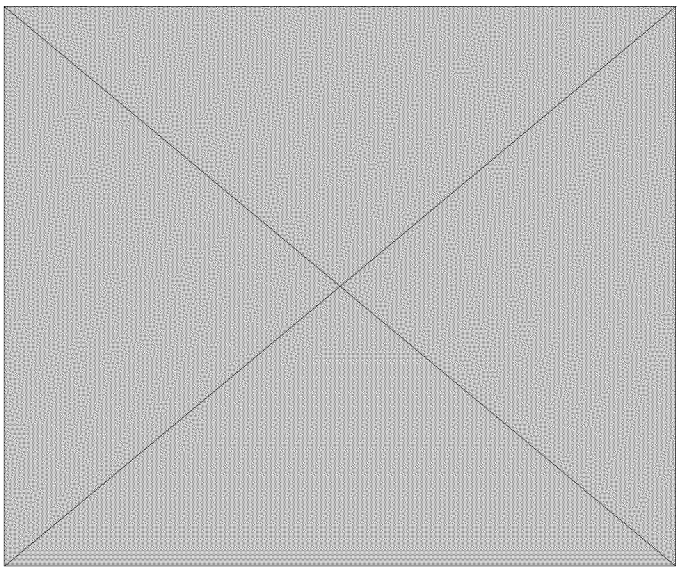
SERVICE **SLANTS**

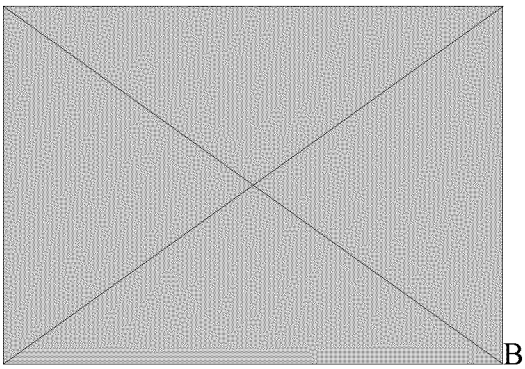
Some 2011 Mercury Milan and Mariner and 2011-12 Ford Fusion, Escape and Lincoln MKZ hybrid vehicles

Some 2007-09 Mazda CX-9 SUVs *may turn on the air bag warning light on the dash and log*

Some 2006-07 Suzuki Forenza and Reno models *may turn on the MIL and log DTC P0133*

Owners of some 2000-02 Isuzu Rodeo, Rodeo Sport and Amigo Sport models *built before VIN breakpoint 24321514 may*





Battery technolog is undergoing massive changes in both the automobile ar other industries. At TEDxDetroit on Sept. 30, 2014, Satki3 Founder and CEO Dr. Ann Marie Sastry posed tv questions: "Is there an energy storage solution that embodies simplicity? Can we reduce materials down to those that just store energy?" Then she explained key energy storage concepts and how her company is pioneering and commercializing solid-state Li-Ion batter technology. (Video — Sakti3)

SERVICE **SLANTS**

Some 2011 Mercury Milan and Mariner and 2011-12 Ford Fusion, Escape and Lincoln MKZ hybrid vehicles *may turn on the MIL and store DTC P0016 (crank/cam position correlation) in the PCM* ... ***More >>>***

Some 2007-09 Mazda CX-9 SUVs *may turn on the air bag warning light on the dash and log DTC B2290 (seat weight sensor signal malfunction) in computer memory* ... ***More >>>***

Some 2006-07 Suzuki Forenza and Reno models *may turn on the MIL and log DTC P0133 (front O2 sensor slow response time) in computer memory* ... ***More >>>***

Owners of some 2000-02 Isuzu Rodeo, Rodeo Sport and Amigo Sport models *built before VIN breakpoint 24321514 may come into your shop complaining of a popping sound when either front door is opened* ... ***More >>>***

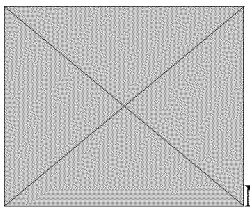
Mercedes-Benz reports that some 2007-09 CL500s, CL600s, S500, S550 and S600 models *may emit an annoying brake squeal under moderate brake pedal application* ... ***More >>>***

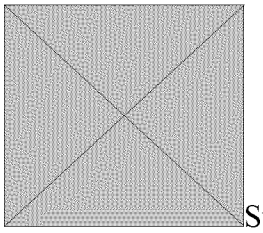
Owners of some 2007 Isuzu Ascender models *may come into your shop with a complaint that the vehicle's air conditioning system blows warm air* ... ***More >>>***

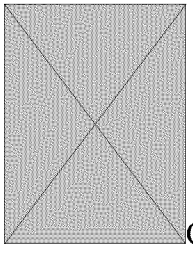
Mitsubishi reports that some Galant and Eclipse models *may emit a ringing sound from the front brakes during light pedal application at low speeds* ... ***More >>>***

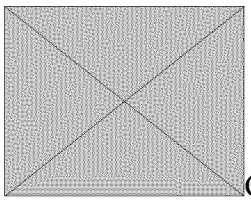
Some 2009-11 Ford E-150-350 Econoline vans *may come to your shop on a hook because the engine won't start. The van owner may also say the instrument cluster does some strange things* ... ***More >>>***

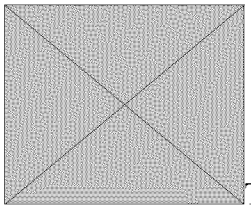
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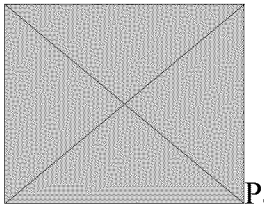

Module Tester
The new 4400 Coil and Control Module Tester saves time and money by helping personnel quickly evaluate modules and sell the right part the first time … **Innova Electronics Corp**

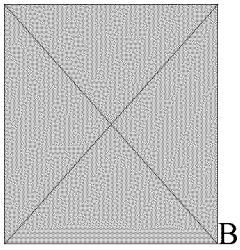

Switches & Sensors
The manufacturer has added 551 new part numbers to its Standard and Intermotor brands, including the audio switch above. More details … **Standard Motor Products Inc.**

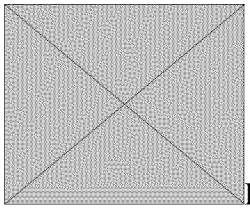

Catalog
This new Heavy Duty Catalog showcases some of the most innovative tools and equipment available, including an assortment of hand tools, power tools, shop and tech equipment, tool storages units, mobile carts and chests ... **Snap-on Tools**


Gaskets
The manufacturer has expanded its AJUSA European Gasket Program to over 300 SKUs. New additions include valve cover gaskets, plenum and intake manifold and exhaust gaskets … **CRP Automotive**


Tread Depth Unit
The new Quick Tread depth unit automatically measures tread depth in seconds, analyzes the data on-site and instantly displays results on the unit's console without the need of an internet connection … **Hunter Engineering**


Parts Website
The Tier 1 supplier has implemented major website design changes to make it easier for users to search for, select and purchase Bosch products using either a desktop, laptop or mobile device ... **Bosch Auto Parts**

 Ball Joint Tool
With this ball joint tool, master adapter set and C-frame press, universal upper and lower balls joints can be removed and replaced on most Ford, GM and Dodge trucks and SUVs through 1997 models ... **K-Tool International**

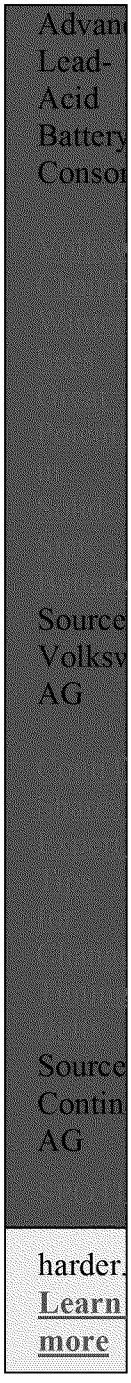
 Brake Pads
Raybestos has added 100 new Element3 brake pad part numbers that combine the best attributes of ceramic and semi-metallic technologies to deliver optimal performance, pad wear, durability and more … **Brake Parts Inc.**

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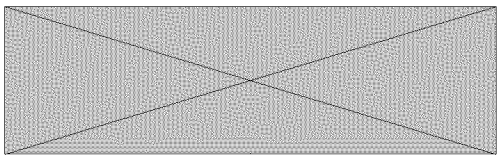
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From: Automotive News
Sent: Tue 12/9/2014 8:59:51 PM
Subject: P.M. NEWSCAST: UAW's next steps at Volkswagen | BMW, Benz in tight race | Strokes for Ford, VW, Lincoln, Chevy, Hyundai

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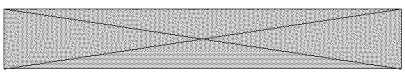
December 9, 2014



UAW's bargaining goal »

BMW, Benz in tight race »

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To: Good, David[good.david@epa.gov]
From: Kata, Leonard (EEO)
Sent: Tue 12/9/2014 9:12:58 PM
Subject: RE: e-Golf Tax Incentive

Thanks, Dave.

Len

From: Good, David [mailto:good.david@epa.gov]
Sent: Tuesday, December 09, 2014 4:05 PM
To: Kata, Leonard (EEO)
Cc: Thomas, Richard (EEO)
Subject: RE: e-Golf Tax Incentive

Len,

I forwarded your message to the DOE folks who manage the www.fueleconomy.gov website and asked them to add the e-Golf tax incentive the next time they update that section of the website.

Dave

From: Kata, Leonard (EEO) [mailto:Leonard.Kata@vw.com]
Sent: Tuesday, December 09, 2014 10:19 AM
To: Good, David
Cc: Thomas, Richard (EEO)
Subject: e-Golf Tax Incentive

Hi Dave:

Hope all is well with you. I have a question regarding the Fuel Economy Guide. There is a section found at http://www.fueleconomy.gov/feg/taxevb.shtml that lists electric vehicles which qualify for the Federal

Tax Credit. The IRS informed Volkswagen in an October 31, 2014 letter that the 2014 model year e-Golf qualifies for the up to $7,500 tax credit but I do not see the vehicle included in this list. I am also not sure how often the list is updated. One can find the Volkswagen e-Golf listed by the IRS by clicking on the link at the bottom of the Fuel Economy Guide list (Qualified Plug-In Electric Drive Motor Vehicles (IRC 30D)).

This may be outside of your area, but can you shed any light on this?

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

Fax: (248) 754-4207

E-Mail: leonard.kata@vw.com

To: Grundler, Christopher[grundler.christopher@epa.gov]
Cc: Simon, Karl[Simon.Karl@epa.gov]; Olechiw, Michael[olechiw.michael@epa.gov]; Bunker, Byron[bunker.byron@epa.gov]; Haugen, David[haugen.david@epa.gov]; Hengst, Benjamin[Hengst.Benjamin@epa.gov]; Nam, Ed[nam.ed@epa.gov]
From: Charmley, William
Sent: Tue 12/9/2014 10:12:43 PM
Subject: Changes at BMW among their very senior leadership. A new CEO (Harald Krueger) , and previous Board Member for R&D, Dr. Diess, moves to Volkswagen

Chris –

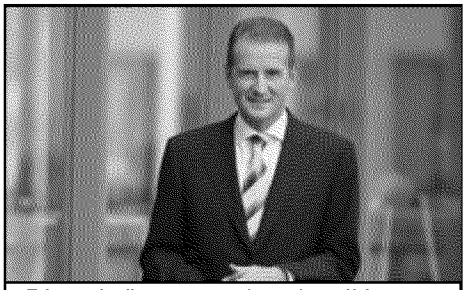
Non-Responsive

You will recall that when we visited BMW in June 2013, we met with Herbert Diess, the head of R&D at BMW, and a member of the board of management. You also spoke with him last January at the Detroit Auto Show.

Volkswagen has just hired Dr. Diess away from BMW. I am sure this must be related to the change at BMW.

Below is an article on the move by Dr. Diess. The article says he will now lead the Volkswagen passenger car group worldwide for VW. The article also implies he could be a potential successor to current VW CEO Martin Winterkorn.

VW hires BMW exec Diess to lead core car brand



Diess is "respected and well known for his direct and straight management style."

Related Topics

Staff and wire reports
Automotive News
December 9, 2014 - 2:18 am ET

MUNICH -- Volkswagen Group has appointed BMW development chief Herbert Diess to its management board.

Diess, 56, will take over as chairman of the Volkswagen passenger car brand from CEO Martin Winterkorn, effective Oct. 1, 2015, VW said in a **statement** today.

Winterkorn, 67, will remain CEO of the group, which also includes the Audi, Porsche, Bentley, Bugatti and Lamborghini brands, the company said.

"With Herbert Diess we will be welcoming an outstanding personality and one of the most capable minds in the automotive industry to our company. At the same time, this step puts the executive management of both the group and the brand on an even broader footing," Winterkorn said in the statement.

Diess has a doctorate in mechanical engineering. He joined BMW from supplier Robert Bosch in

1996 and has served on the automaker's management board since October 2007. He was named an *Automotive News Europe* Eurostar this year for his role in the launch of BMW's new "i" models.

"This is big and good news for VW," Evercore ISI's global automotive research head, Arndt Ellinghorst, said in a note to investors.

Diess is "very well respected and well known for his direct and straight management style," Ellinghorst said, adding that Diess's appointment will help VW brand as it targets increasing its profit margin to 6 percent from 2.3 percent.

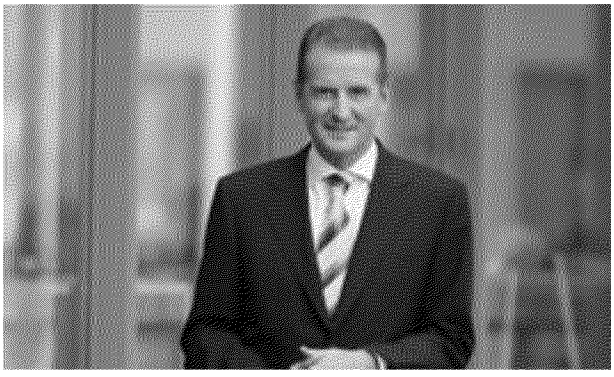
Diess's move to VW also will position him as a potential successor to Winterkorn as VW Group CEO among other candidates, Ellinghorst said.

VW's hiring of Diess means that the VW Group and VW brand CEO functions will be separated. Winterkorn currently holds both jobs. Industry watchers have criticized Winterkorn's dual role of running the group and its most important brand as being too much for one person to manage.

Winterkorn has gradually been preparing VW Group, the world's second-largest carmaker, for a change in leadership by shoring up management ranks.

Diess is the second management board-level executive that Volkswagen has lured over from a rival German carmaker this year. VW hired Andreas Renschler away from Daimler to become its truck division chief. Renschler starts his new job on Feb. 1, 2015.

Reuters and Bloomberg contributed to this report



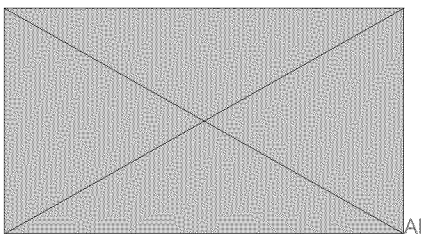
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: WardsAuto OEM Edition
Sent: Wed 12/10/2014 9:01:36 AM
Subject: Ford Scores Three of Six Finalists in NACTOY Competition

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December 10, 2014

Euro Fuel-Economy, Emissions Tests Get Failing Grade



Alan Osborn A transportation group promoting sustainable development claims the difference between real-world fuel consumption and automakers' claims widened from 8% in 2001 to 31% in 2013 and without action is likely to exceed 50% by 2020.

FULL ARTICLE

U.S. Fuel Economy Index Sees First Year-Over-Year Decline in Four Years

Decreasing fuel prices increased consumer interest in less fuel-efficient models.

FULL ARTICLE

Lentz Still Wants Scion to Become Small-Premium Brand

The Toyota brand fills the "affordable-car" niche while Lexus' desire to stay above $30,000 with its models makes small-premium a good positioning, the Toyota North American CEO says.

FULL ARTICLE

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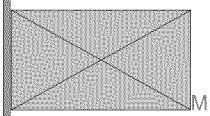
Bringing new vehicles to market has never been more challenging. Not only are new vehicles more complex than ever before, but supply chains are stretched, consumers are more demanding and even small delays can cost millions of dollars per model.

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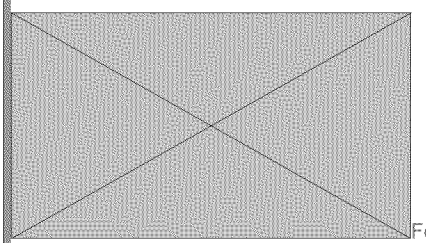
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Musical Chairs at BMW, Cheap Gas Hurts EVs & Diesels, GM in Trademark Dispute

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Hyundai in Recall; Mazda Expands Recall; UAW Gains Ground at VW

2015 Ward's 10 Best Engines

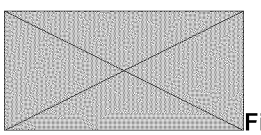

Follow along as we test drive the vehicles and provide all the vitals on key contenders for 2015.

FULL ARTICLE

Ward's 10 Best Engines Briefings With OEMs

GALLERY
WardsAuto editors met recently with four automakers to discuss their entries in the 2015 Ward's 10 Best Engines competition. The meetings with Chrysler, Ford, General Motors and Hyundai are helpful as the editors gather information about new technologies and discuss driving impressions with automaker engineers.

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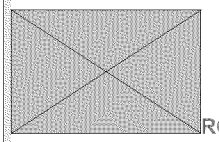

Five Critical Factors for Selecting Fieldbus Valve Manifolds
Fieldbus valve manifolds are replacing conventional hardwired solutions on today's automated production machines. They more effectively perform vital functions by integrating fieldbus communications and I/O capabilities with banks of pneumatic valves. Learn new insights into five crucial factors before choosing a fieldbus valve manifold.

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Cyberattacks Come to Cars

 ROAD AHEAD BLOG
By attacking dealerships and service centers, perhaps by compromising an employee's laptop, hackers could install malicious software on lots of vehicles.

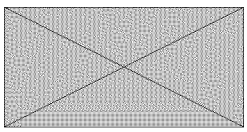
FULL ARTICLE

Ford Scores Three of Six Finalists in NACTOY Competition

The winners for Car of the Year and Truck/Utility of the Year will be announced in January during the first day of press days at the North American International Auto Show.

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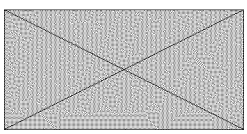


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North American Car/Truck of the Year Contenders

The finalists for the North American Car of the Year and North American Truck/Utility of the Year will be announced later today.

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Read new product announcements, technology updates, government regulations and diesel innovations – all in one place. WardsAuto keeps you on top of the constantly evolving world of diesels, with news and analysis to keep your company ahead of the curve. READ NOW.

Game of Inches for Small-Car Importers Eyeing Korea

Foreign automakers can import their small cars into Korea, but without city-car certification they must compete against homegrown models that meet the requirements and entice buyers with many government incentives.

FULL ARTICLE

Lincoln Intent on Growth in China

Even though Lincoln is just getting started there, the brand has something many premium makers lack: a rich history of celebrities and American presidents as customers. Still, the brand president says sales in China will not rival Audi anytime soon.

FULL ARTICLE

Nissan Aims for `Fewer, Bigger, Better' Marketing Opportunities

The No.3 Japanese automaker in the U.S. is focusing most of its marketing efforts on sports, but also has a 3-year sponsorship of NBC's "The Voice."

FULL ARTICLE

Conference Examines Commerce and Car Connectivity

A century ago, the car changed the world, Continental vice president Ralf Lenninger says. "Now the world is changing the car."

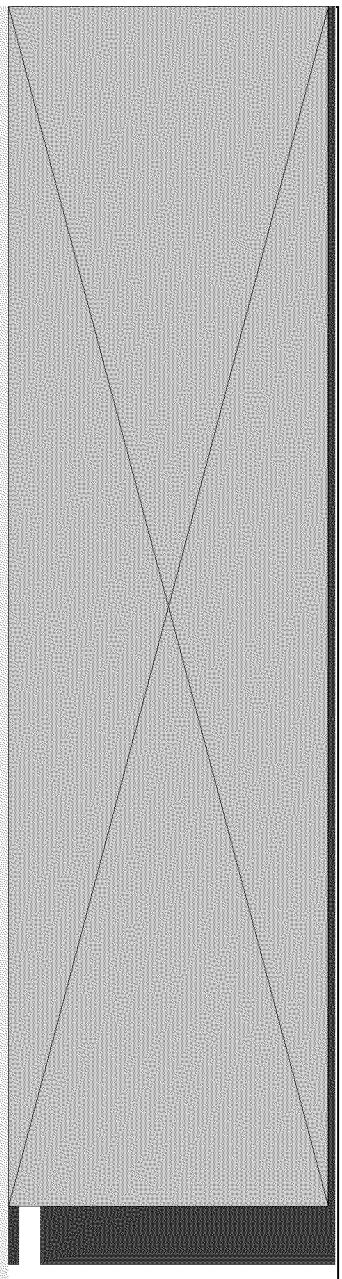
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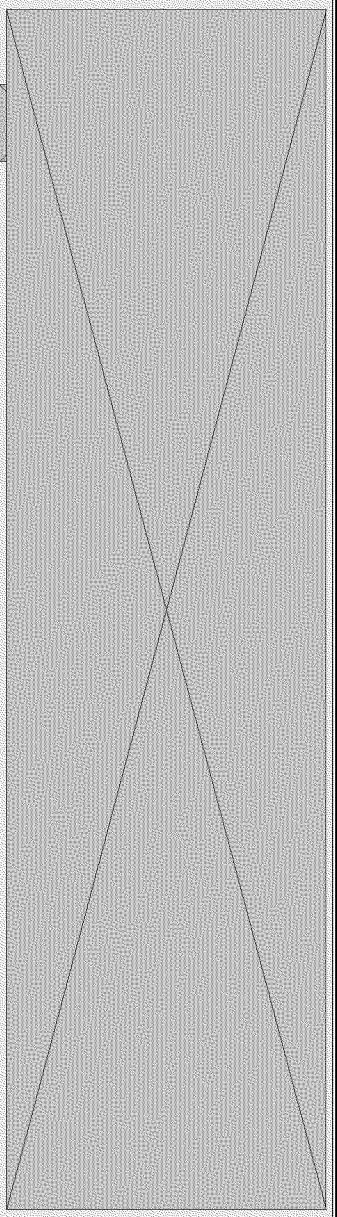
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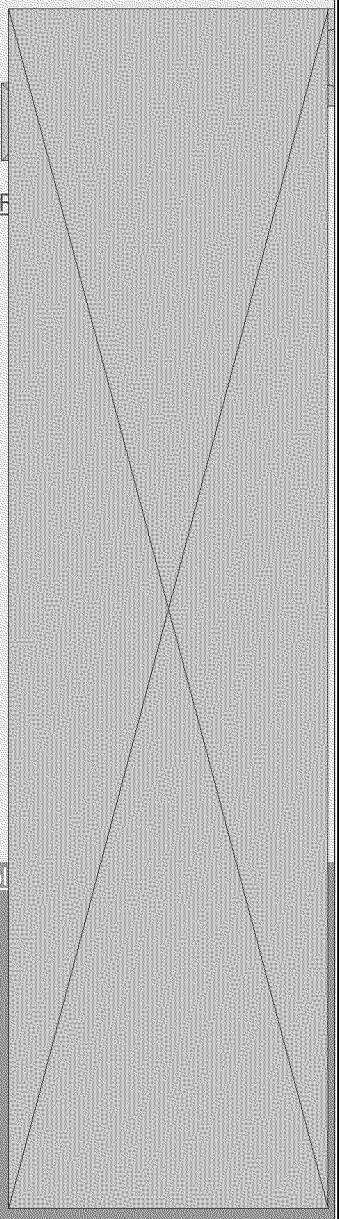
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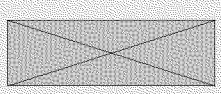


Bringing new vehicles to market has never been more challenging. Not only are new vehicles more complex than ever before, but supply chains are stretched, consumers are more demanding and even small delays can cost millions of dollars per model.

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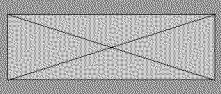
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From: Ball, Joel
Required Attendees: Ball, Joel; Wehrly, Linc; Snyder, Jim; Hennard, Mike (EEO)
Optional Attendees: Schmidt, Oliver (EEO)
Location: AA-Room-Office-N62-ASDCDConfRoom/AA-OTAQ-OFFICE
Importance: Normal
Subject: VW off cycle emissions software update
Start Date/Time: Wed 12/10/2014 6:00:00 PM
End Date/Time: Wed 12/10/2014 7:00:00 PM

From: Ball, Joel
Required Attendees: Wehrly, Linc; Snyder, Jim; Hennard, Mike (EEO)
Location: AA-Room-Office-N62-ASDCDConfRoom/AA-OTAQ-OFFICE
Importance: Normal
Subject: VW off cycle emissions software update
Start Date/Time: Wed 12/10/2014 6:00:00 PM
End Date/Time: Wed 12/10/2014 7:00:00 PM

When: Wednesday, December 10, 2014 1:00 PM-2:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: AA-Room-Office-N62-ASDCDConfRoom/AA-OTAQ-OFFICE

Note: The GMT offset above does not reflect daylight saving time adjustments.

~~*~*~*~*~*~*~*~*~*

From: Ball, Joel
Required Attendees: Wehrly, Linc; Snyder, Jim; Hennard, Mike (EEO)
Location: AA-Room-Office-N62-ASDCDConfRoom/AA-OTAQ-OFFICE
Importance: Normal
Subject: VW off cycle emissions software update
Start Date/Time: Wed 12/10/2014 6:00:00 PM
End Date/Time: Wed 12/10/2014 7:00:00 PM

To: andrew.ramos@gm.com[andrew.ramos@gm.com]; 'ball.joel@epa.gov'['ball.joel@epa.gov']; Beierschmitt, Thomas (T.A.)[tbeiers1@ford.com]; 'Berg, Olle ()'[olle.berg@volvocars.com]; 'Bob Maxwell'[remaxwell@comcast.net]; brian.mace@horiba.com[brian.mace@horiba.com]; Buller, Patrick[patrick.buller@volvocars.com]; Paulina, Carl[paulina.carl@epa.gov]; Chris Nevers[CNevers@autoalliance.org]; 'chris.mccarthy@gm.com'['chris.mccarthy@gm.com']; david.woods@chrysler.com[david.woods@chrysler.com]; 'Dennis Pawlak'[Dennis.Pawlak@na.mitsubishi-motors.com]; 'Douglas Reid'[Douglas.Reid@na.mitsubishi-motors.com]; Dr. Robert Otto Rasmussen, PE [Robotto@TheTranstecGroup.com]; 'Duoba, Mike'[mduoba@anl.gov]; Glodich, Jeffrey (J.M.)[jglodich@ford.com]; 'Jeff Foor'[jdf14@chrysler.com]; Jenny.Sigelko@vw.com[Jenny.Sigelko@vw.com]; JNIKEUS@volvocars.com[JNIKEUS@volvocars.com]; 'Keith Thompson'[Keith.Thompson@bepco.com]; kyle.bedsole@gm.com[kyle.bedsole@gm.com]; 'Mahmoud Yassine'[mky@chrysler.com]; 'Marc Belzile'[marc.a.belzile@tc.gc.ca]; 'mark paxton'[mpaxton@ganassi.com]; 'Meyer, Norm'[norm.meyer@tc.gc.ca]; mike.timmerman@horiba.com[mike.timmerman@horiba.com]; Okawa, Naoyasu (N.)[okawa.n@mazda.co.jp]; Peabody, Jason (J.A.)[jpeabod6@ford.com]; 'Peter Z. Janosi'[peter.janosi@roush.com]; 'RMiller@hatci.com'['RMiller@hatci.com']; 'Roxanne Loeffler'[rloeffler@sae.org]; 'Schlueter, Hannah (EASZ/1)'[hannah.schlueter@volkswagen.de]; sconrad@hatci.com [sconrad@hatci.com]; 'snyder.jim@epa.gov'['snyder.jim@epa.gov']; Steve Karamihas[stevemk@umich.edu]; steve.baldus@gm.com[steve.baldus@gm.com]; Suanne.Thomas@vw.com[Suanne.Thomas@vw.com]; 'tom.beierschmitt@tema.toyota.com'['tom.beierschmitt@tema.toyota.com']; 'tommy_chang@ahm.honda.com'['tommy_chang@ahm.honda.com']; Vineet Mehta[vineet@teslamotors.com]; William Beggs <william.beggs@gm.com>[william.beggs@gm.com]; Ott, William[ott.william@epa.gov]; Wright, DavidA[Wright.DavidA@epa.gov]; yosuke_sato@ahm.honda.com[yosuke_sato@ahm.honda.com]; Yuhase, Nicole (L.)[nyuhase@ford.com]
From: Glodich, Jeffrey (J.M.)
Sent: Wed 12/10/2014 7:14:44 PM
Subject: SAE Agenda 12-10-14
Agenda - Light Duty Vehicle Performance Measurement Standards Committee - 12_11_2014.doc

Agenda for tomorrow attached.

Jeff

Jeff Glodich
Ford Motor Company
Vehicle Environmental Regulatory Strategy and Planning
217-E4 WHQ
(313) 845-1579

AGENDA

Light-Duty Vehicle Performance Measurement Standards Committee
Chair – Jeff Glodich
Secretary – Nicole Yuhase
Thursday, December 11th, 2014
1:00-3:00 PM
Toyota Technical Center, Ann Arbor
(Building 1555, 1555 Woodridge)

Conference Call:

Non-Responsive

Web Meeting:

Non-Responsive

1. **Welcome and Introductions**

2. **Membership Review**

3. **Document Review**

J1634: "Electric Vehicle Energy Consumption and Range Test Procedure"

- Open for review
- Continue discussion on test cycle inputs (20F Test, SC03)

J2263: "Road Load Measurement Using Onboard Anemometry and Coastdown Techniques"

- Sponsor: Tom Beierschmitt
- J1263 pull-in items (feedback)
- J2263 To Do List (posted)
- Continue document review

J3066: "On-Board Fuel Consumption and Measurement Reporting Standard"

- Sponsor: David Wright
- Subcommittee status

4. **Other Business**

NEXT MEETING

- 1/29 (proposed)

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To: Bunker, Byron[bunker.byron@epa.gov]
Cc: Weihrauch, John[Weihrauch.John@epa.gov]; Argyropoulos, Paul[Argyropoulos.Paul@epa.gov]; Simon, Karl[Simon.Karl@epa.gov]
From: Blubaugh, Jim
Sent: Wed 12/10/2014 8:01:12 PM
Subject: RE: Information exchange with UK/ USA (Biofuels Exports)

Sounds good to me. Thanks.

Jim Blubaugh, Director

International Programs

Office of Transportation and Air Quality

U.S. Environmental Protection Agency

(2020564-5403

From: Bunker, Byron
Sent: Wednesday, December 10, 2014 2:57 PM
To: Blubaugh, Jim
Cc: Weihrauch, John; Argyropoulos, Paul; Simon, Karl
Subject: RE: Information exchange with UK/ USA (Biofuels Exports)

Given the question about coordinating ongoing investigations, this will be best handled by

OECA. I very much appreciate you flagging it for us, but I don't think OTAQ needs to do more here.

Thanks,

Byron

****

Byron Bunker

Director Compliance Division

Office of Transportation and Air Quality

Environmental Protection Agency

2000 Traverwood Drive

Ann Arbor, MI 48105

Bunker.Byron@epa.gov

Phone: (734) 214-4155

Mobile: (734) 353-9623

****

From: Blubaugh, Jim
Sent: Wednesday, December 10, 2014 2:39 PM
To: Bunker, Byron
Cc: Weihrauch, John; Argyropoulos, Paul; Simon, Karl
Subject: FW: Information exchange with UK/ USA (Biofuels Exports)
Importance: High

Byron,

Please take a look at the note from Colin Anstee (about half way down) who is with an enforcement agency in the UK. He asks several questions about RIN fraud, biofuels exports, etc… Anna (in OITA) has also sent this note over to OECA, but I thought I would check in with you (or anyone cc:'d here) for any feedback.

Thanks,

Jim

Jim Blubaugh, Director

International Programs

Office of Transportation and Air Quality

U.S. Environmental Protection Agency

(2020564-5403

From: Phillips, Anna
Sent: Wednesday, December 10, 2014 10:57 AM
To: Colin Anstee
Cc: Lastra, Julie; Blubaugh, Jim; Heartney, Edward P; Lovelock, Anna M; Almodovar, Lisa
Subject: RE: Information exchange with UK/ USA (Biofuels Exports)
Importance: High

Dear Colin,

Thank you very much for your informative and thorough response describing the information of interest to you/DFT concerning biofuel exports to the UK.

As a first step, I am copying Julie Lastra in EPA's Office of Criminal Enforcement and Jim Blubaugh in EPA's Office of Transportation and Air Quality so that they are aware of your specific interests. We will consult within EPA to discuss next steps, which could include arranging an initial telephone call to answer questions and discuss the best way forward.

I'm also copying Ed Heartney and Anna Lovelock at the U.S. Embassy in London so that they are informed, as well.

Best regards,

Anna

~~~~~~

Anna Phillips

Program Manager for Europe
U.S. Environmental Protection Agency (EPA)

Office of International & Tribal Affairs

Washington, D.C. 20460

Tel: (+1) 202.564.6419 Fax: (+1) 202.565.2427
E-mail: phillips.anna@epa.gov

http://www2.epa.gov/international-cooperation

~~~~~~



Please consider the environment before printing this message.

From: Colin Anstee [mailto:Colin.Anstee@dft.gsi.gov.uk]
Sent: Wednesday, December 10, 2014 5:45 AM
To: Phillips, Anna
Subject: RE: Information exchange with UK/ USA

Anna,

Good morning ,

Background:

I've sent a general link (designed for fuel suppliers) explaining what acts/powers we work under, this document also has links to other relevant documents (https://www.gov.uk/renewable-transport-fuels-obligation)



Ex. 7

Ex. 7

Speak to you soon

Kind regards

Colin

Colin Anstee | Fraud Investigator

Low Carbon Fuels – RTFO Unit

Department for Transport

D/06 Ashdown House
Sedlescombe Road North
St.Leonards on Sea
East Sussex TN37 7GA

T 0207 944 8557
colin.anstee@dft.gsi.gov.uk

From: Phillips, Anna [mailto:Phillips.Anna@epa.gov]
Sent: 04 December 2014 23:54
To: Colin Anstee
Subject: RE: Information exchange with UK/ USA

Hi, Colin –

Thanks very much for your message. As a first step, it would be helpful to get more information on the type of data you're searching for which in turn would help me to identify the appropriate EPA contacts.

Thanks and regards,

Anna

~~~~~~

Anna Phillips

Program Manager for Europe
U.S. Environmental Protection Agency (EPA)

Office of International & Tribal Affairs

Washington, D.C. 20460

Tel: (+1) 202.564.6419 Fax: (+1) 202.565.2427
E-mail: phillips.anna@epa.gov

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~~~~~~



Please consider the environment before printing this message.

From: Colin Anstee [mailto:Colin.Anstee@dft.gsi.gov.uk]
Sent: Thursday, December 04, 2014 4:29 AM
To: Phillips, Anna
Subject: Information exchange with UK/ USA

Dear Anna,

I've been given your details by our Embassy in Washington.

We are in effect the UKs regulator for Bio fuels as much of the bio (ethanol) that comes into the UK/EU comes from or via USA/Canada we deal with your department at an operational level:

Miller, Anthony Miller.Anthony@epa.gov
Chemical Engineer
OECA/AED/Western Field Office (8MSU)
1595 Wynkoop Street, Rm 2222
Denver, Colorado 80202

Gauthier, John [mailto:Gauthier.John@epa.gov

but we need to establish a more 'formal' contact in the higher echelons of the EPA or somewhere else in the US government to get access to some of the information /data that you hold , primarily relating to investigations into the export of biofuels.

Any thoughts or how we could take this forward ? is there some sort of official gateway for information exchange? An MOU

Regards

Colin

Colin Anstee | Fraud Investigator

Low Carbon Fuels – RTFO Unit

D/06 Ashdown House
Sedlescombe Road North
St.Leonards on Sea
East Sussex TN37 7GA

T 0207 944 8557
colin.anstee@dft.gsi.gov.uk

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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Wed 12/10/2014 9:23:31 PM
Subject: DAILY: Takata patent history shows decades spent seeking safer airbags | Honda issues stop-sale on some Acura TLX sedans | Mercedes-Benz's new GLE Coupe wants a piece of luxury crossover market

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TOP NEWS

Takata patent history shows decades spent seeking safer airbags

6:35 am U.S. ET | Dec 10

Airbag patents show researchers probed ways to make the devices more durable and the explosive propellant inside them more stable for decades before Takata products designed to save lives started killing people. ... » READ

Honda issues stop-sale on some Acura TLX sedans that could roll away

6:57 am U.S. ET | Dec 10

Honda Motor told dealers in the United States to stop selling some of its Acura TLX sedans because the parking lock may fail to engage, the latest quality shortcoming at the automaker after President Takanobu Ito took a pay cut. ... » READ

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Mercedes-Benz's new GLE Coupe wants a piece of luxury crossover market

6:00 pm U.S. ET | Dec 9

Mercedes-Benz hopes to carve out a niche in the crowded luxury crossover market with the launch of the all-new GLE Coupe aimed at buyers looking for a nimbler, sportier crossover. ... » READ

BMW's designated CEO Krueger will usher in new era at automaker

4:58 am U.S. ET | Dec 10

BMW's designated CEO Harald Krueger is seen as an executive who commands respect among colleagues as a "straight shooter, a good motivator and a good speaker," according to one analyst, and by another as likely to start "a new era" at the automaker.. ... » READ

BMW brand outsells Audi and Mercedes globally but lead narrows

5:33 am U.S. ET | Dec 10

BMW brand sales rose 6 percent last month, its highest-ever November sales. The result beat Audi and Mercedes, but the two rivals remain on course to narrow BMW's 2014 lead as the No.1 global luxury brand. ... » READ

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Creative pairing: 2 dealers innovate as partners

12:01 am U.S. ET | Dec 8

After toiling to revitalize separate single-point dealerships in the Detroit area, two childhood friends merged and expanded operations to compete with larger groups. "It's not an acquisition, but a partnership," says Sam Slaughter. The distinction is key. ... » READ

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Why BMW loves California

12:01 am U.S. ET | Dec 8

Cars.com cuts 32 Chicago jobs

2:50 pm U.S. ET | Dec 10

Ferrari considers moving fiscal residence outside Italy, report says

7:02 am U.S. ET | Dec 10

White House rolls out tire safety, efficiency program with NASCAR

3:40 pm U.S. ET | Dec 10

Porche 918 Spyder sold out; Americans are top buyers

12:35 pm U.S. ET | Dec 10

In-store kiosks put F&I right in front of customers

12:01 am U.S. ET | Dec 8

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» January 13-14 - Automotive News World Congress
» January 22 - Automotive News Retail Forum
» April 20 - PACE Awards
» May 12 - LA Marketing Seminar
» Sept. 23 - NY Marketing Seminar

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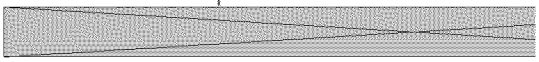
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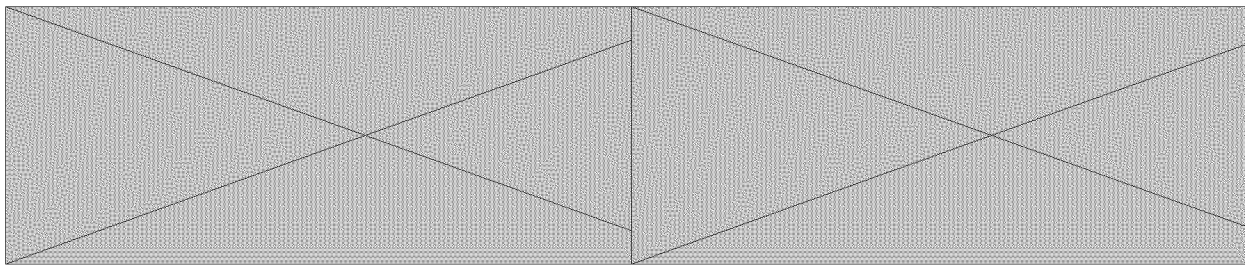
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Head-shaking over Americans' car buying

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To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Vijayashanker, Abhishek (EG/LC)[Abhishek.Vijayashanker@bentley.co.uk]; Vijayashanker, Abhishek (EG/LC)[Abhishek.Vijayashanker@bentley.co.uk]; Bailey, Nigel (EG/L)[Nigel.Bailey@bentley.co.uk]
From: Giles, Michael (EEO)
Sent: Thur 12/11/2014 3:51:50 PM
Subject: VW Group Ex. 4 - CBI

Hello Jim,

Ex. 4 - CBI

This is related to the Ex. 4 - CBI a few weeks ago; I have included that email chain below as reference.

Please let me know if there are any questions in processing this request.

Regards,

Mike

From: Giles, Michael (EEO)
Sent: Thursday, November 13, 2014 10:19 AM
To: 'Snyder, Jim'
Subject: RE: Ex. 4 - CBI

Thanks Jim.

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Thursday, November 13, 2014 10:19 AM

To: Giles, Michael (EEO)
Subject: RE: Ex. 4 - CBI

I had some Verify issues Ex. 4 - CBI

From: Giles, Michael (EEO) [mailto:michael.giles@vw.com]
Sent: Thursday, November 13, 2014 9:21 AM
To: Snyder, Jim
Subject: RE: Ex. 4 - CBI

Hi Jim,

I am just following up on the status of the Ex. 4 - CBI If you could let us know when the decision should be available I will let the factories know.

Thanks,

Mike

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Wednesday, November 12, 2014 12:32 PM
To: Giles, Michael (EEO)
Subject: RE: Ex. 4 - CBI

Thank you, that's what I needed.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946

snyder.jim@epa.gov

From: Giles, Michael (EEO) [mailto:michael.giles@vw.com]
Sent: Wednesday, November 12, 2014 11:45 AM
To: Snyder, Jim
Cc: Rodgers, William (EEO); Allen, Gregory (EEO)
Subject: Ex. 4 - CBI

Hello Jim,

As we discussed, we have a decision request and test data submitted for a Ex. 4 - CBI Ex. 4 - CBI You had requested some background information about the Ex. 4 - CBI for this test group, and the feedback from the factory was as follows:

Ex. 4 - CBI

Please let me know if you have further questions. Otherwise, we await your confirmatory decision.

Thanks,

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Tommy_Chang@ahm.honda.com[Tommy_Chang@ahm.honda.com]; Buller, Patrick[patrick.buller@volvocars.com]; Chris McCarthy[chris.mccarthy@gm.com]; sconrad@hatci.com[sconrad@hatci.com]; Tom Beierschmitt (TEMA TTC)[tom.beierschmitt@tema.toyota.com]; mky@chrysler.com[mky@chrysler.com]; dennis.pawlak@na.mitsubishi-motors.com[dennis.pawlak@na.mitsubishi-motors.com]; douglas.reid@na.mitsubishi-motors.com[douglas.reid@na.mitsubishi-motors.com]; Paulina, Carl[paulina.carl@epa.gov]; Chris Nevers[CNevers@autoalliance.org]; Glodich, Jeffrey (J.M.)[jglodich@ford.com]; William Beggs[william.beggs@gm.com]; Ryan McGavock[DRM202@chrysler.com]; Sigelko, Jenny (EEO)[Jenny.Sigelko@vw.com]; nokawa@mazdausa.com[nokawa@mazdausa.com]; Duoba, Michael J.[mduoba@anl.gov]; rloeffler@sae.org[rloeffler@sae.org]; Yuhase, Nicole (L.)[nyuhase@ford.com]; yosuke_sato@ahm.honda.com[yosuke_sato@ahm.honda.com]; Ellies, Ben[ellies.ben@epa.gov]; Bowu Reed[bowu.reed@na.mitsubishi-motors.com]
From: Wright, DavidA
Sent: Thur 12/11/2014 4:48:02 PM
Subject: J3066 Task Force - Example Drive Instructions and Data Sheet for Recording Trip Fuel Economy During Exhaust Emission Testing
Fuel Economy Display Procedure and Data Sheet_Ver 11Dec14.docx

Attached is a copy of the Driver Instructions and Data Sheet for resetting and recording the driver information center fuel economy display during exhaust emission testing. The instructions and data sheet include directions for recording information during FTP, HWY, and US06 exhaust emission tests.

The attached sheet is an example of the instructions provided for EPA testing. Feel free to use the attached as a guide if you are interested in performing any internal testing. At the last task force meeting we also discussed reviewing some of the initial data that has been developed to date. EPA at this time has two test vehicles for which data has been recorded and is interested in sharing these results at our next task force meeting.

Let me know if you have any questions regarding the attached example.

Regards,

David

David A. Wright

Light-Duty Vehicle Center, Compliance Division

National Vehicle and Fuel Emissions Laboratory

Phone: (734) 214-4467

E-mail: wright.davida@epa.gov

To: Glodich, Jeffrey (J.M.)[jglodich@ford.com]; andrew.ramos@gm.com[andrew.ramos@gm.com]; 'ball.joel@epa.gov'['ball.joel@epa.gov']; Beierschmitt, Thomas (T.A.)[tbeiers1@ford.com]; 'Berg, Olle ()'[olle.berg@volvocars.com]; 'Bob Maxwell'[remaxwell@comcast.net]; brian.mace@horiba.com[brian.mace@horiba.com]; Buller, Patrick[patrick.buller@volvocars.com]; Paulina, Carl[paulina.carl@epa.gov]; Chris Nevers[CNevers@autoalliance.org]; 'chris.mccarthy@gm.com'['chris.mccarthy@gm.com']; david.woods@chrysler.com[david.woods@chrysler.com]; 'Dennis Pawlak'[Dennis.Pawlak@na.mitsubishi-motors.com]; 'Douglas Reid'[Douglas.Reid@na.mitsubishi-motors.com]; Dr. Robert Otto Rasmussen, PE [Robotto@TheTranstecGroup.com]; 'Duoba, Mike'[mduoba@anl.gov]; 'Jeff Foor'[jdf14@chrysler.com]; Jenny.Sigelko@vw.com[Jenny.Sigelko@vw.com]; JNIKEUS@volvocars.com[JNIKEUS@volvocars.com]; 'Keith Thompson'[Keith.Thompson@bepco.com]; kyle.bedsole@gm.com[kyle.bedsole@gm.com]; 'Mahmoud Yassine'[mky@chrysler.com]; 'Marc Belzile'[marc.a.belzile@tc.gc.ca]; 'mark paxton'[mpaxton@ganassi.com]; 'Meyer, Norm'[norm.meyer@tc.gc.ca]; mike.timmerman@horiba.com[mike.timmerman@horiba.com]; Okawa, Naoyasu (N.)[okawa.n@mazda.co.jp]; Peabody, Jason (J.A.)[jpeabod6@ford.com]; 'Peter Z. Janosi'[peter.janosi@roush.com]; 'RMiller@hatci.com'['RMiller@hatci.com']; 'Roxanne Loeffler'[rloeffler@sae.org]; 'Schlueter, Hannah (EASZ/1)'[hannah.schlueter@volkswagen.de]; sconrad@hatci.com [sconrad@hatci.com]; 'snyder.jim@epa.gov'['snyder.jim@epa.gov']; Steve Karamihas[stevemk@umich.edu]; steve.baldus@gm.com[steve.baldus@gm.com]; Suanne.Thomas@vw.com[Suanne.Thomas@vw.com]; 'tom.beierschmitt@tema.toyota.com'['tom.beierschmitt@tema.toyota.com']; 'tommy_chang@ahm.honda.com'['tommy_chang@ahm.honda.com']; Vineet Mehta[vineet@teslamotors.com]; William Beggs <william.beggs@gm.com>[william.beggs@gm.com]; Ott, William[ott.william@epa.gov]; Wright, DavidA[Wright.DavidA@epa.gov]; yosuke_sato@ahm.honda.com[yosuke_sato@ahm.honda.com]; Yuhase, Nicole (L.)[nyuhase@ford.com]
From: Will Meschievitz (TEMA TTC)
Sent: Thur 12/11/2014 5:59:44 PM
Subject: last minute change for access code

Sorry. Technical difficulties.

Call in number is same **Non-Responsive**

But access code is different

Non-Responsive

From: Glodich, Jeffrey (J.M.) [mailto:jglodich@ford.com]
Sent: Wednesday, November 12, 2014 3:20 PM
To: andrew.ramos@gm.com; 'ball.joel@epa.gov'; Beierschmitt, Thomas (T.A.); 'Berg, Olle ()'; 'Bob Maxwell'; brian.mace@horiba.com; Buller, Patrick; 'Carl Paulina'; Chris Nevers; 'chris.mccarthy@gm.com'; david.woods@chrysler.com; 'Dennis Pawlak'; 'Douglas Reid'; Dr. Robert Otto Rasmussen, PE ; 'Duoba, Mike'; 'Jeff Foor'; Jenny.Sigelko@vw.com; JNIKEUS@volvocars.com; 'Keith Thompson'; kyle.bedsole@gm.com; 'Mahmoud Yassine'; 'Marc Belzile'; 'mark paxton'; 'Meyer, Norm'; mike.timmerman@horiba.com; Okawa, Naoyasu (N.); Peabody, Jason (J.A.); 'Peter Z. Janosi'; 'RMiller@hatci.com'; 'Roxanne Loeffler'; 'Schlueter, Hannah (EASZ/1)'; sconrad@hatci.com ;

'snyder.jim@epa.gov'; Steve Karamihas; steve.baldus@gm.com; Suanne.Thomas@vw.com; 'tom.beierschmitt@tema.toyota.com'; 'tommy_chang@ahm.honda.com'; Vineet Mehta; William Beggs <william.beggs@gm.com>; 'William Ott'; Wright, DavidA; yosuke_sato@ahm.honda.com; Yuhase, Nicole (L.)
Subject: SAE LDVP Committee Agenda 11-13-14

Updated agenda attached.

From: Glodich, Jeffrey (J.M.)
Sent: Wednesday, November 12, 2014 2:45 PM
To: andrew.ramos@gm.com; 'ball.joel@epa.gov'; Beierschmitt, Thomas (T.A.); 'Berg, Olle ()'; 'Bob Maxwell'; brian.mace@horiba.com; 'Buller, Patrick'; 'Carl Paulina'; Chris Nevers; 'chris.mccarthy@gm.com'; 'david.woods@chrysler.com'; 'Dennis Pawlak'; 'Douglas Reid'; Dr. Robert Otto Rasmussen, PE ; 'Duoba, Mike'; Glodich, Jeffrey (J.M.); 'Jeff Foor'; 'Jenny.Sigelko@vw.com'; 'JNIKEUS@volvocars.com'; 'Keith Thompson'; kyle.bedsole@gm.com; 'Mahmoud Yassine'; 'Marc Belzile'; 'mark paxton'; 'Meyer, Norm'; mike.timmerman@horiba.com; Okawa, Naoyasu (N.); Peabody, Jason (J.A.); 'Peter Z. Janosi'; 'RMiller@hatci.com'; 'Roxanne Loeffler'; 'Schlueter, Hannah (EASZ/1)'; sconrad@hatci.com ; 'snyder.jim@epa.gov'; Steve Karamihas; steve.baldus@gm.com; 'Suanne.Thomas@vw.com'; 'tom.beierschmitt@tema.toyota.com'; 'tommy_chang@ahm.honda.com'; 'Vineet Mehta'; William Beggs ; 'William Ott'; Wright, DavidA; yosuke_sato@ahm.honda.com; Yuhase, Nicole (L.)
Subject: SAE LDVP Committee Agenda 11-12-14

Agenda for tomorrow attached.

<< File: Agenda - Light Duty Vehicle Performance Measurement Standards Committee - 11_13_2014.doc >>

Jeff Glodich
Ford Motor Company
Vehicle Environmental Regulatory Strategy and Planning
217-E4 WHQ
(313) 845-1579

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Thur 12/11/2014 9:56:39 PM
Subject: DAILY: GM to double capacity in Mexico | Automakers coordinate on Takata airbag testing | Is Daimler cultivating Zetsche's successor? | Toyota stars in 'Modern Family'

Today's most read story
Ford dumps MyFord Touch name in revamp of infotainment system

December 11, 2014

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TOP NEWS

GM to double Mexico production capacity, invest $3.6 billion in plants

UPDATED: 12/11/14 4:16 pm ET - adds details, statement
2:22 pm U.S. ET | Dec 11
General Motors plans to invest $3.6 billion in Mexico to double its production capacity at its plants around the country, officials said today. ... » READ

Automakers meet to coordinate Takata airbag testing

UPDATED: 12/11/14 3:20 pm ET - adds details
7:00 pm U.S. ET | Dec 10
Several automakers were meeting in metro Detroit today to begin an industrywide investigation into the cause and scope of faulty Takata airbag inflators, according to two sources with knowledge of the plans. ... » READ

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Daimler promotes Mercedes sales chief Kaellenius to board

8:34 am U.S. ET | Dec 11

Daimler promoted Ola Kaellenius, head of sales for its Mercedes unit, to the group's management board, making him a potential candidate to succeed Dieter Zetsche as CEO. Zetsche's current contract runs until the end of 2016. ... » READ

Fields predicts 'breakthrough year' for Ford in 2015

4:33 pm U.S. ET | Dec 11

Ford CEO Mark Fields said 2015 will be "a breakthrough year" for Ford after a large number of vehicle launches trimmed profit margins in 2014. "Our investments are going to be paying off," Fields said at a media event to unveil the newest generation of its Sync infotainment system. ... » READ

Ford dumps MyFord Touch name in revamp of infotainment system

UPDATED: 12/11/14 11:52 am ET - adds link, video

11:15 am U.S. ET | Dec 11

Ford is dropping the name "MyFord Touch" in an overhaul of the touch-screen infotainment system that sent its quality ratings plummeting in recent years. ... » READ

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Audi Q7 will be VW Group's 1st plug-in diesel

Fiat Chrysler says no plan to move Ferrari's tax base outside Italy

UPDATED: 12/11/14 1:57 pm ET - adds company denial

10:07 am U.S. ET | Dec 11

Mahindra nears deal to buy Saab maker, report says

4:37 am U.S. ET | Dec 11

Honda, Nissan and Mitsubishi add 550,000 cars to global airbag recalls

2:55 am U.S. ET | Dec 11

Honda hiring supplier auditor as Takata airbag crisis grows

6:36 am U.S. ET | Dec 11

Kentucky dealer Sam Swope dies at 88

4:11 pm U.S. ET | Dec 11

UPCOMING EVENTS

» January 13-14 - Automotive News World Congress
» January 22 - Automotive News Retail Forum
» April 20 - PACE Awards
» May 12 - LA Marketing Seminar
» Sept. 23 - NY Marketing Seminar

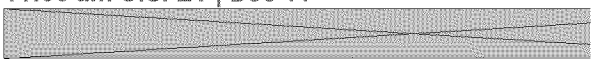
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UPCOMING WEBINARS

» December 17 - F&I Trends to Watch in 2015

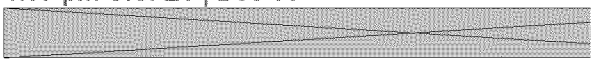
Ford, Magna, Verizon commit $2 million to bring 10 transportation-related startups to Detroit

11:06 am U.S. ET | Dec 11



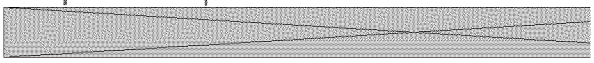
DriveTime names Manheim, low-end vehicle auction as exclusive remarketers

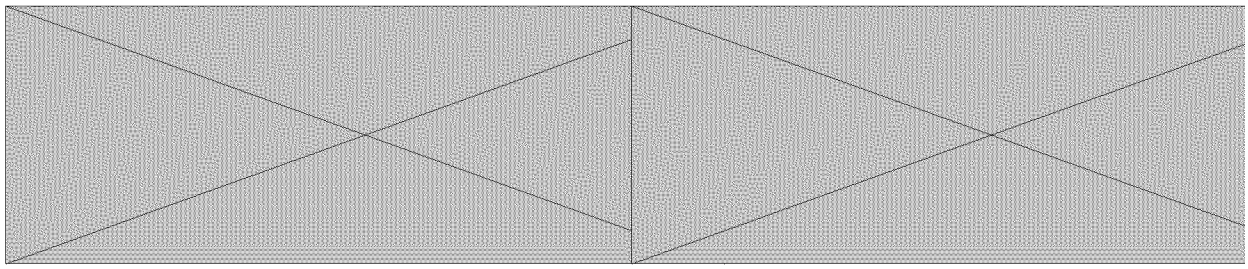
4:07 pm U.S. ET | Dec 11



Convert traditional vehicles to EVs? Ford, GM and others are brainstorming

4:26 pm U.S. ET | Dec 11





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To: Ex. 6
From: Ball, Joel
Sent: Fri 12/12/2014 1:40:07 PM
Subject: RE: Warranty Review: Reference no. 140843042

Hello Ex. 6

Volkswagen explained that while the MAP sensor and the secondary air sensors serve a similar function (i.e. to measure pressure) they are in fact different parts. For example, the secondary air sensor elements were given a special coating that the MAP sensors do not have to help protect them from the temperatures they will experience being in close proximity to exhaust gasses. The primary reason the secondary air sensors experienced a higher than expected failure rate, and were therefore the subject of the warranty extension, was related to the harsh environment that the secondary air sensors were exposed to. The Map sensors are located in the intake side of the engine and therefore are not subjected the these harsh conditions.

I would like to point out that if you vehicle was certified as a California PZEV vehicle, this part may still be under warranty. More information regarding the California warranty program is locating in the link I provided in my previous e-mail. You can check you vehicle emissions label under the hood to determine if is was certified as a PZEV or Volkswagen pointed out that you can check the VIN # to find out. If the 5th digit is a " B" than your vehicle is a PZEV.

I hope this helps answer your questions.

Joel Ball
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4238
ball.joel@epa.gov

From: Ex. 6
Sent: Saturday, December 06, 2014 3:03 AM
To: Ball, Joel
Subject: Re: Warranty Review: Reference no. 140843042

Joel,

Thank you for your response. Yes, if you could find out why the MAP sensor is supposedly not affected by the defect seen in the Secondary Air Sensor (similar component) for a '09 VW Rabbit, that would be great. Thanks so much.

Sincerely,

Ex. 6

Sent from my iPhone

On Dec 5, 2014, at 7:56 AM, "Ball, Joel" <ball.joel@epa.gov> wrote:

Hello **Ex. 6**

Thank you for your inquiry regarding the federally required emissions warranty. The Clean Air Act requires manufacturers of light duty vehicles to warranty all emissions related components for 2 years or 24,000 miles and the specified major emission control components for 8 years or 80,000 miles. The specified major emission control components **only** include the catalytic converters, the electronic emissions control unit or computer (ECU), and the onboard emissions diagnostic (OBD) device or computer. The MAP sensor on your vehicle is only covered for 2 years or 24,000 miles under the federal emission warranty. The following web page provides more information regarding the federal emissions warranty requirements: www.epa.gov/obd/pubs/420f09048.pdf

If your vehicle was certified to California emissions requirements, it may have a longer warranty as well. The following web page provides more information regarding the California emissions warranty requirements: http://www.arb.ca.gov/msprog/warranty.pdf

As you pointed out, Volkswagen issued a voluntary emissions recall to extend the warranty for the secondary air sensors on some vehicles. Volkswagen has not reported any defects in the MAP sensors to EPA. I do not know why the MAP sensor is not affected by the defect in a similar component. I will ask Volkswagen for an explanation and let you know what I find out.

I hope this information is helpful.

Joel Ball
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4238
ball.joel@epa.gov

From: LaCroix, John
Sent: Monday, December 01, 2014 6:42 AM
To: Ball, Joel
Subject: FW: Warranty Review: Reference no. 140843042

To start your week off on a good note.

John LaCroix
Senior Environmental Employment (SEE)
Cooperative with the Compliance Division
USEPA
734-214-4463

From: Ex. 6
Sent: Monday, December 01, 2014 2:27 AM
To: LaCroix, John; vwcustomercare@vw.com
Subject: Warranty Review: Reference no. 140843042

To Whom It May Concern (I spoke with Jason at Customer Care recently),

I firmly believe the cost of replacing my MAP sensor should be covered by VW due to the car *failing a smog test*, *parts seem to be faulty as show by Secondary Air Sensor (which is identical to MAP sensor)*, and what is more, this problem began when the *car had 66,722 miles on it as shown by the picture featured below* (I had taken a picture to send to my dad). As I was driving on the freeway last

December 2013, all the gears highlighted when getting up to speed on the freeway. When my car was diagnosed at VW Santa Monica recently for the check engine light, the service advisor said all my gears highlight when accelerating due to the MAP sensor. Last December, my dad and I thought it was a sensor gone haywire that shows what gear you are in because the ***check engine light did not come on***! Little did we know, *it was in correlation with the MAP sensor*. I remember this day because I was driving from Los Angeles to San Jacinto for a film shoot, and it scared me seeing all the gears highlight while on a freeway.

In addition, I received a notice from VW last year in regards to extending the warranty for the Secondary Air Sensor due to fault with the part. I have researched this part, and it is identical to the MAP sensor listed by VW on the repair invoice. It seems that if a part fails in one area of a car, it is bound to fail in another location of the engine. Thus, the MAP sensor should fall under the same warranty as the Secondary Air Sensor. I do have photos of these parts. You will see that the part numbers **036-906-051-G** (MAP sensor) and **07C-906-051** (Secondary Air Sensor) are interchangeable on websites as shown by the photos below. These parts even share the numbers **906-051**. Autozone's website could not find a Secondary Air Sensor, but referenced the MAP sensor instead for my car. Overall, the MAP sensor and Secondary Air Sensor both are providing air pressure measurement and are identical.

I believe VW should also cover the cost because the MAP sensor works in direct correlation with the ECU and OBD II. In fact, the ***Smog Test Station failed my OBD II and OBD bulb.*** A bad MAP sensor can prevent the OBD II monitors from running. In modern cars, most engines are regulated by an electronic control system. **One key aspect of this system is the manifold absolute pressure sensor – or MAP sensor.** This sensor tracks the pressure in the manifold and delivers the information to the engine's central electronic control unit, or ECU. Once this information is received, the ECU uses it to determine *air density, air mass flow rate, and fuel flow according to the principles of stoichiometry*. Without accurate information from the sensor, these calculations will be off – and your car will suffer. *Bad MAP sensors result in the increase in emissions as well.* Overall, it appears the check engine light comes on if a fault affects emissions.

Please review the photos featured below to further validate what I have stated. The photos include my failed smog test, the Malfunction Indicator Lamp being extended to 8 years or 80,000 miles in my VW handbook due to Federal Emissions Warranty with no restrictions noted, images of the MAP sensor and Secondary Air Sensor, and all the gears highlighted in my car while under 70,000 miles.

Sincerely,

Ex. 6

<image001.jpg> <image002.jpg>

<image003.jpg><image004.jpg>

<image005.jpg><image006.jpg>

<image007.jpg> <image008.jpg>

07C-906-051 is referenced to MAP Sensor

<image009.jpg>

<image010.jpg> ***Part 07C-906-051***<image011.jpg> ***Part 036-906-051-G***

<image012.jpg> <image013.jpg>

<image014.jpg>

<image015.jpg>

•□□□□□□□□

To: Ex. 6
From: Ball, Joel
Sent: Fri 12/12/2014 2:57:27 PM
Subject: RE: emission warranty

Hello Ex. 6

The 8 year period starts from the date the vehicle was sold to the first customer (the "in service" date) not the date the vehicle was built (build date). If you do not know the date the vehicle was first sold you can contact a VW dealer to find out.

The following web page provides more information regarding the federal emissions warranty requirements: www.epa.gov/obd/pubs/420f09048.pdf

I hope this information is helpful.

Joel Ball
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
ball.joel@epa.gov

From: LaCroix, John
Sent: Monday, December 08, 2014 6:38 AM
To: Ball, Joel
Subject: FW: emission warranty

From: Ex. 6
Sent: Thursday, December 04, 2014 8:09 PM
To: LaCroix, John
Subject: emission warranty

Mr. LaCroix,

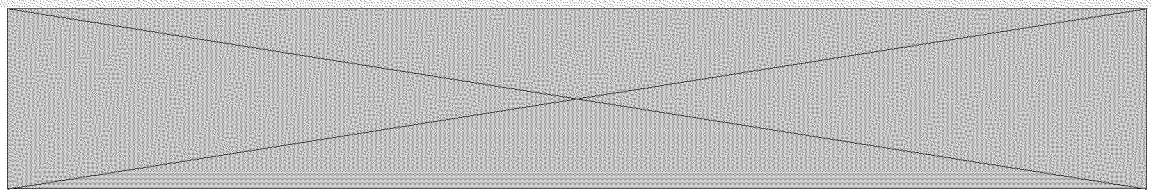
I am writing to get some more information concerning an emissions warranty for my 2006 VW Jetta. My car failed the emission test so I took it to my mechanic who determined it was the catalytic converter and advised me to take my car to a VW dealership & that the repair would be covered under this emission warranty. It is my understanding that there are three specified major emission control components, covered for the first 8 years or 80,000 miles of vehicle use (whichever first occurs) one of which is the catalytic converter. The dealership denied my claim stating that the warranty period had expired. I thought the 8 yr period would be up at the end of this year. Could you clarify this for me?

Thank You

Ex. 6

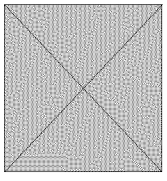
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Fri 12/12/2014 5:07:45 PM
Subject: Green Car Report Daily Headlines

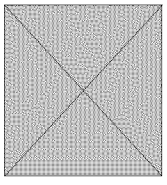
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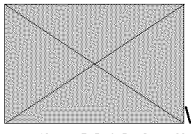
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2016 Audi Q7 Plug-In Hybrid, BMW Charging Blitz, 2015 Chevy Trax First Drive: Today's Car News

Dec 12, 2014 04:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

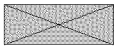


Wrapping up the week, we've got details on the 2016 Audi Q7 e-tron diesel plug-in hybrid, a report on BMW's upcoming charging infrastructure plans, and a first drive of the 2015 Chevrolet Trax. All this and more on Green Car Reports. BMW promises a DC fast-charging station construction blitz, with details coming at the 2015 Detroit Auto Show in...

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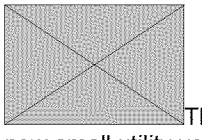






2015 Chevrolet Trax: First Drive

Dec 12, 2014 04:23 pm | feedback@highgearmedia.com (John Voelcker)



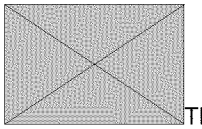
The U.S. market is about to see a wave of new small utility vehicles, adding new subcompact SUV models below the hugely popular compact crossover utility segment. The 2015 Chevrolet Trax, which goes on sale next month, is one of those--and it'll be joined this year by the Honda HR-V and the Mazda CX-3, among others.

Today, only the Buick Encore...

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Four Special Nissan Leaf Electric Cars To Celebrate 4 Years On Sale

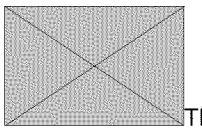
Dec 12, 2014 03:47 pm | feedback@highgearmedia.com (Stephen Edelstein)

 This week marks the fourth anniversary of the first sale of a Nissan Leaf electric car. Roughly 150,000 sales later, the Leaf is by far the bestselling electric car in the word, and it's often become a poster child for the plug-in electric vehicle segment. RELATED: Owner Of 100,000-Mile Nissan Leaf Electric Car To Be Honored Monday It all started...

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Hyundai Fuel Cell, BMW i3 Electric Motor Win "10 Best Engines" Awards

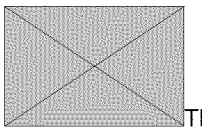
Dec 12, 2014 03:43 pm | feedback@highgearmedia.com (Stephen Edelstein)

 The annual Ward's Auto list of "10 Best Engines" is out, but not every one of its award-winners is actually an engine. This year, Ward's expanded its award criteria to encompass alternative powertrains, so there are two non-combustion units in what the industry trade journal justifiably calls the most diverse field of winners yet. MORE: 2014 BMW...

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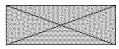
2016 Audi Q7 To Offer e-Tron Quattro Diesel Plug-In Hybrid Model

Dec 12, 2014 03:34 pm | feedback@highgearmedia.com (John Voelcker)

 The first official photos and details of the 2016 Audi Q7 have now been released, including specifications for a diesel plug-in hybrid model. Audi says the Q7 e-tron quattro is "the world's first plug-in hybrid with a six-cylinder diesel engine and quattro all-wheel drive." Volvo has offered a diesel plug-in hybrid model of its V60 wagon in Europe...

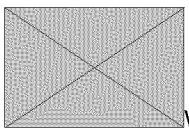
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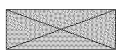
Volvo 3-Cylinder Engine Echoes Ford, BMW, Daimler & Others With Threes

Dec 12, 2014 01:39 pm | feedback@highgearmedia.com (Stephen Edelstein)

 With its lineup of Drive-E four-cylinder engines, Volvo is becoming one of the biggest champions of engine downsizing. Now, the Swedish carmaker is taking that philosophy even further. DON'T MISS: 2015 Volvo S60, XC60, New V60 Wagon: Fuel-Efficient Drive-E Engines Volvo will join the ranks of BMW, Ford, and other in offering a three-cylinder in a...

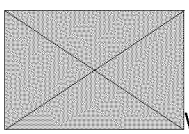
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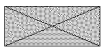
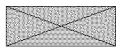


BMW Promises CCS Fast-Charging Blitz For 2015, Details In Detroit

Dec 12, 2014 01:32 pm | feedback@highgearmedia.com (Stephen Edelstein)

 When it comes to electric cars, automakers have to manage not only designing, building, and selling the vehicles, but also the buildup of infrastructure. Companies like Nissan and Tesla are overseeing the construction of networks of DC fast-charging stations to make battery-electric cars more attractive to customers. RELATED: BMW Launches Flexible...

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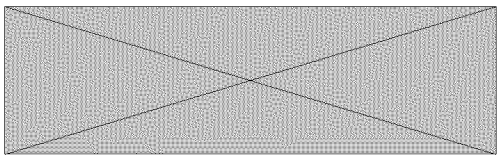
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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Fri 12/12/2014 8:15:08 PM
Subject: P.M. NEWSCAST: Is the Chrysler 200 a Detroit 3 disruptor? | Audi Q7 goes on a diet | Mercedes-Benz CLA price hike | Stein on Nissan's Broadway blues

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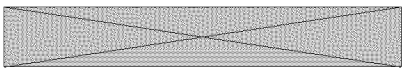
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From: Automotive News
Sent: Fri 12/12/2014 9:38:46 PM
Subject: DAILY: FTC launches 2nd crackdown on dealer advertising | Chrysler expands airbag recall | Audi Q7 slims down | Ford's new board member | Who says Detroit can't sell luxury?

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FTC launches second crackdown on auto dealer advertising

2:13 pm U.S. ET | Dec 12

The Federal Trade Commission today charged two auto dealership groups with violating earlier orders from the FTC to avoid misleading advertising regarding payments and financing, such as improper use of fine print and failure to adequately disclose significant costs. ... » READ

Chrysler expands airbag recall tally following NHTSA criticism

UPDATED: 12/12/14 12:55 pm ET - new story
6:31 am U.S. ET | Dec 12

Chrysler Group has agreed to further expand its regional recall of older-model Dodge and Chrysler vehicles equipped with airbag inflators manufactured by Takata -- a week after federal safety regulators criticized the automaker's response to the airbag crisis. ... » READ

Audi Q7 slims down for 2015

1:48 pm U.S. ET | Dec 12

Audi is shrinking the Q7 SUV. By reducing the size slightly and constructing the body with a mixture of high-strength steel and aluminum, the three-row SUV drops 716 pounds. ... » READ

Ford elects former FCC chairman

Kennard to its board

12:38 pm U.S. ET | Dec 12

Ford elected William Kennard, former US ambassador to the European Union and FCC chairman, to its board of directors. ... » READ

GM offers fix on small-car ignitions to prevent stuck keys

UPDATED: 12/11/14 6:56 pm ET - adds details

6:15 pm U.S. ET | Dec 11

General Motors is offering to repair customers' Chevrolet Cobalts and other older small cars to prevent keys from getting stuck in the ignition, but the company said it isn't issuing a recall because the problem doesn't pose a safety risk. ... » READ

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Automakers say selection of firm to test Takata inflators will come soon

6:15 pm U.S. ET | Dec 11

Mazda expands airbag inflator recall

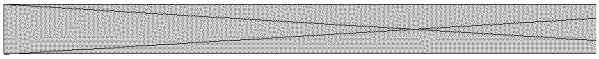
11:52 am U.S. ET | Dec 12

N.Y. Department of Financial Services subpoenas captives, 2 banks over subprime auto lending

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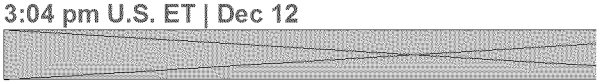
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Renault-Nissan Alliance shuffles purchasing team

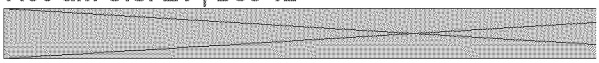
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3:04 pm U.S. ET | Dec 12



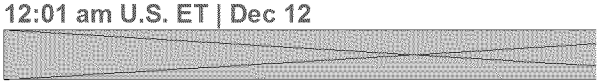
Tesla's China president resigns after less than 9 months in post

7:00 am U.S. ET | Dec 12



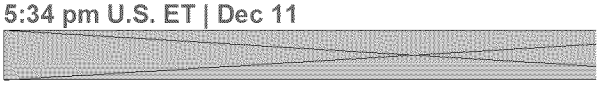
Aston Martin seeks funds for new models, report says

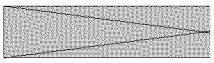
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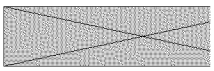
Janet Barnard named president of Manheim North America

5:34 pm U.S. ET | Dec 11



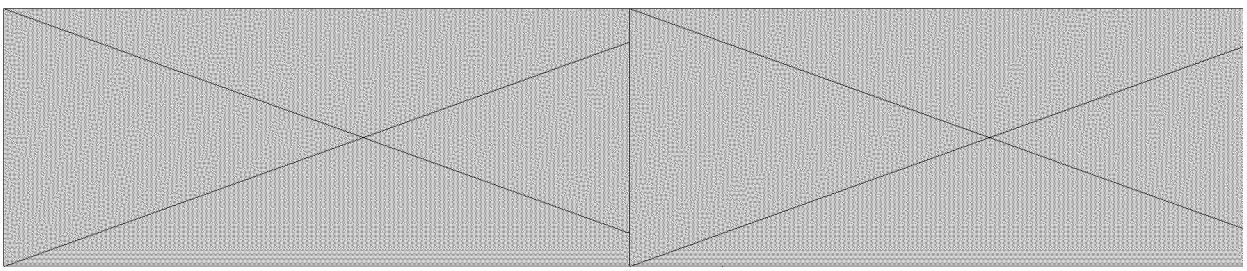


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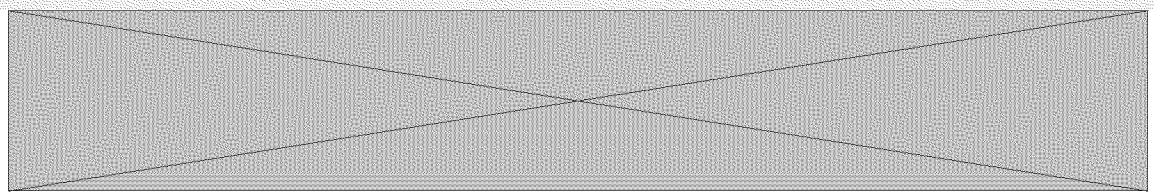


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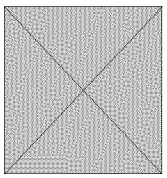
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From: Green Car Reports
Sent: Sun 12/14/2014 5:03:59 PM
Subject: Green Car Report Daily Headlines

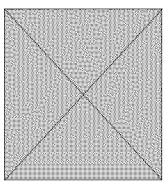
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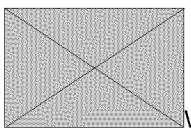
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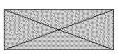
Dec 14, 2014 01:00 pm | feedback@highgearmedia.com (John Voelcker)



Which two small SUVs were the subject of our drive reports this week? And what prompted one Tesla owner to write an unqualified love letter about his new car? This is our video look back at the Week In Reverse--right here at Green Car Reports--for the week ending on Friday, December 12, 2014. Friday we learned more about the 2016 Audi Q7 e-tron...

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To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Kata, Leonard (EEO)[Leonard.Kata@vw.com]; Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Harris, Dale (EEO)
Sent: Mon 12/15/2014 4:29:15 PM
Subject: Ex. 4 - CBI

Ex. 4 - CBI

Jim

Attached is the Ex. 4 - CBI The report has been uploaded to VERIFY. Please let me know if there are questions. Thanks!!!

Regards,

Dale Harris

Certification Specialist

VOLKSWAGEN Group of America, Inc.

Engineering and Environmental Office (EEO)
3800 Hamlin

AuburnHills Michigan 48326

United States of America

P: +1 248 754-4218

E: Dale.Harris@vw.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Thomas, Richard (EEO)
Sent: Mon 12/15/2014 6:00:57 PM
Subject: RE: Link to lab list

Thank you Jim. I talked to Len about the Ex. 4 - CBI and he said Dale put it into Verify last Wednesday and now he has emailed you a copy of the cover letter with Ex. 4 - CBI Ex. 4 - CBI Let me know if you didn't get it.

Thanks,

Richard

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Monday, December 15, 2014 11:52 AM
To: Thomas, Richard (EEO)
Subject: Link to lab list

http://www.epa.gov/otaq/consumer/420b13054.pdf

Of those I know Lotus, Mahle, Continental , Roush, and AVL do some OEM type support work.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Snyder, Jim
Sent: Mon 12/15/2014 6:59:00 PM
Subject: RE: Link to lab list

Thanks. I didn't know it was already in Verify. I don't get any notification for submitted documents. I have Dale's note now too.

Jim

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Monday, December 15, 2014 1:01 PM
To: Snyder, Jim
Subject: RE: Link to lab list
Importance: High

Thank you Jim. I talked to Len about the GHG projections and he said Dale put it into Verify last Wednesday and now he has emailed you a copy of the cover letter with the GHG projections. Let me know if you didn't get it.

Thanks,

Richard

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Monday, December 15, 2014 11:52 AM
To: Thomas, Richard (EEO)
Subject: Link to lab list

http://www.epa.gov/otaq/consumer/420b13054.pdf

Of those I know Lotus, Mahle, Continental , Roush, and AVL do some OEM type support work.

Jim Snyder

Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: GALM Asia Congress Team
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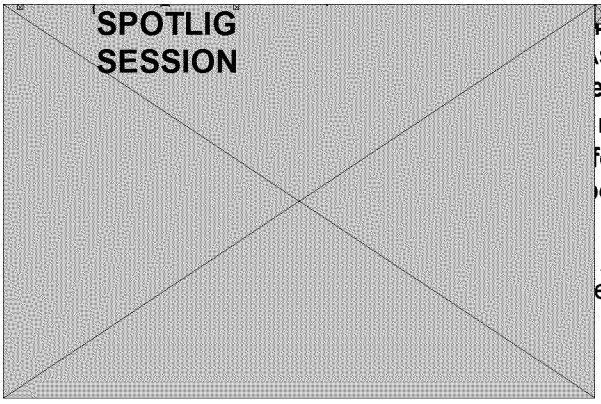
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- Lei Shi, *Technical Director*, **Great Wall Motors R&D**
- Xiaolei Zhang, *Material Planning Supervisor,* **FAW-Volkswagen Automotive Co. Ltd**
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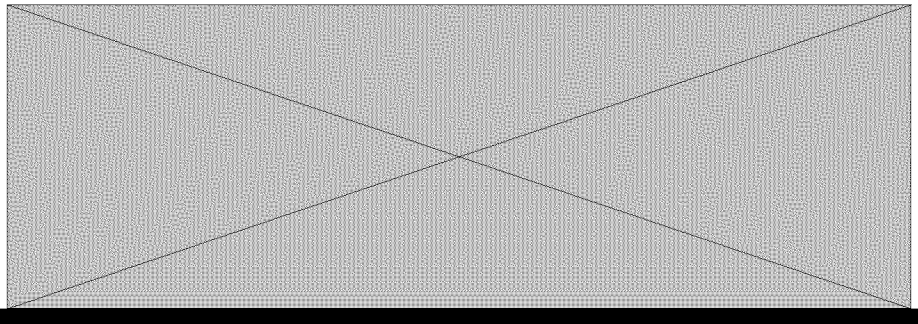
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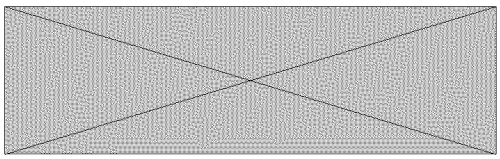


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From: Automotive News
Sent: Tue 12/16/2014 8:19:20 PM
Subject: P.M. NEWSCAST: 'Chrysler Group' dies, FCA US LLC is b-o-r-n | Mitsubishi's big break | Nissan closing gap | VW Golf, GMC Canyon named 'Best of the Best'

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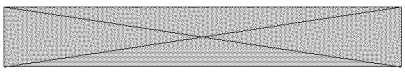
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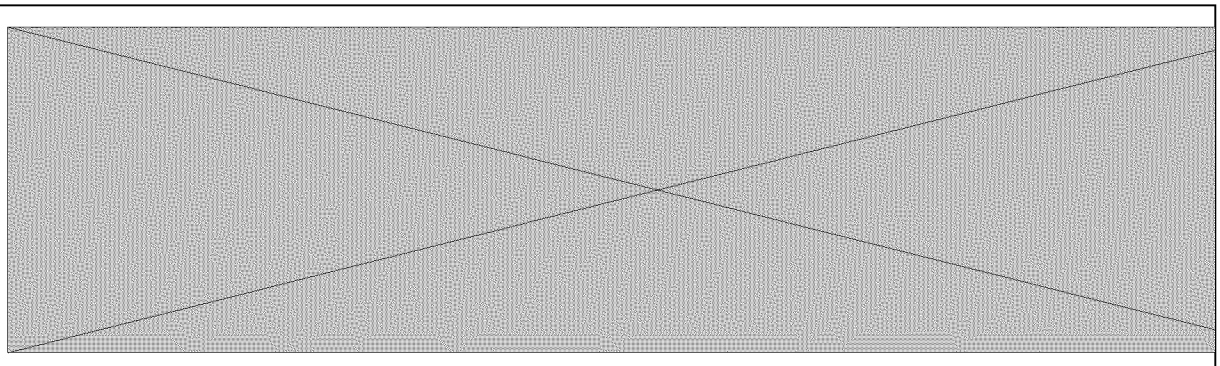
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From: Scott Berhang, OPIS
Sent: Wed 12/17/2014 4:40:16 PM
Subject: Learn how to build a more profitable fuel buying plan in 2 days

Falling prices means there's money to be made in the fuels market. Learn how to maximize your business's profit potential in 2-day course

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Registration is now open – industry experts teach you how to buy smarter, increase profits, control costs, and grow your business in just 2 days!

There's money to be made in the current fuels market. Are you confident that you're maximizing your business's profit potential? Join us for OPIS's Winning Fuel Buying Strategies class held on March 19-20 in Nashville and be prepared to make 2015 the year that you don't leave a single penny on the table.

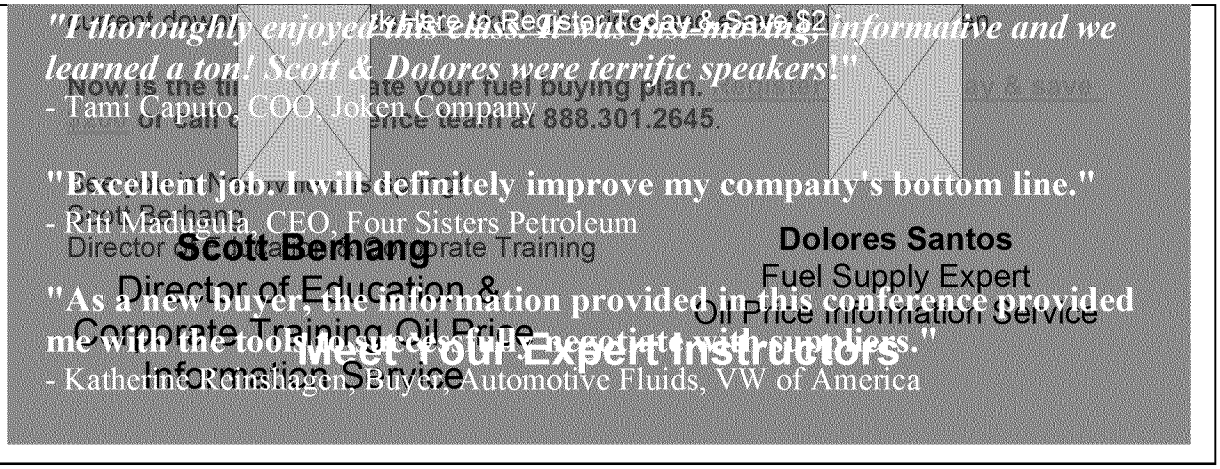
This course is perfect for anyone involved in physical fuel purchasing – from novice to veteran. Class size is limited so we can personally address your specific needs and questions. **Plus, you'll save $200 by signing up early!** Take a moment now to reserve your seat.

I'll be teaching the course alongside Dolores Santos, who brings an extensive fuel buying background and immeasurable wisdom to share with you. You'll be directly benefiting from our combined 60+ years of experience in this business.

Check out the full agenda. You'll learn how to:

- Negotiate and create an effective supply contract.
- Cope with supply disruptions.
- Use complicated buying formulas to dramatically cut fuel expenses and increase your margins.
- Select a benchmark that best fits your business.
- And much more!

As a graduate of this course, you'll walk away with the know-how to implement a successful fuel buying strategy that thrives under any market condition – from the



This email was sent by: OPIS, 9737 Washingtonian Blvd., Suite 200, Gaithersburg, MD 20878-7364, USA. Go here to leave the Winning Fuel Buying Strategies email list or here if you want to leave all OPIS email lists. We respect your right to privacy. View our policy.

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From: Automotive News
Sent: Wed 12/17/2014 9:41:23 PM
Subject: DAILY: U.S. prepares for legal battle with Takata | The road ahead for NHTSA's new head | Mercedes-Benz USA migrating south? | Acura preps NSX for Detroit | VW to reassign global product chief

Today's most read story
Chrysler and Fiat names dropped from corporate titles

December 17, 2014

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TOP NEWS

U.S. prepares for legal battle with Takata over airbag recall

10:33 pm U.S. ET | Dec 16

U.S. regulators investigating failures of Takata Corp. airbags are preparing for a legal fight in case the Japanese parts maker doesn't comply with a request to expand a recall. ... » READ

The road ahead for NHTSA's new chief

UPDATED: 12/17/14 4:32 pm ET - adds details
10:30 pm U.S. ET | Dec 16

Mark Rosekind, confirmed to head the National Highway Traffic Safety Administration, faces immediate pressure to take a tougher stance with automakers and suppliers on safety matters, reset the agency's culture and manage the coming wave of autonomous-vehicle and other advanced technologies. ... » READ

Honda ran tests on fatal airbag flaw, frustrated by Takata reticence, report says

7:34 am U.S. ET | Dec 17

Honda was so concerned by mounting recalls for Takata airbags -- and frustrated by its supplier's failure to explain why some have exploded, killing five people with shrapnel -- that it bought used and scrapped cars in Japan to conduct its own tests. ... » READ

THE GM RECALL

GM customers demand payment for 'callous cover-up' of defect

7:56 am U.S. ET | Dec 17

Owners of General Motors cars with faulty ignition switches turned to the only judge who can help them, saying it's wrong to shield the automaker behind bankruptcy law. ... » READ

Mercedes-Benz USA mulls move south, reports say

UPDATED: 12/17/14 1:16 pm ET - adds details

9:17 am U.S. ET | Dec 17

Mercedes-Benz, after more than 40 years in New Jersey, is considering moving its U.S. headquarters south to Georgia or North Carolina, according to media reports. ... » READ

BEST PRACTICES

Urban-living trend a chance to branch out and up

12:01 am U.S. ET | Dec 15

Few dealers would get far offering a $2,500-a-month lease. Not on a car, anyway. But outside San Francisco, where the booming technology sector has sent real-estate prices into the stratosphere, one Volkswagen dealer is betting that apartments are a different story. ... » READ

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How a billion-dollar deal is frustrating Nissan in New York

VW will oust head product strategist, report says

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Acura to unwrap NSX at Detroit auto show

8:00 am U.S. ET | Dec 17

Alfa Romeo readies high-performance engines

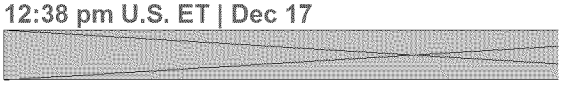
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» April 20 - PACE Awards
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» Sept. 23 - NY Marketing Seminar

Visteon to sell Halla Climate unit stake for $3.6 billion

12:38 pm U.S. ET | Dec 17



Bosch's automotive head Scheider quits to become CEO of Mahle

12:09 pm U.S. ET | Dec 17



Supplier Brose to invest $97.6M in Detroit area expansion, add 388 jobs

8:21 am U.S. ET | Dec 17

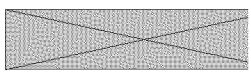


Volvo to provide 4-year subscription to SiriusXM traffic, weather information

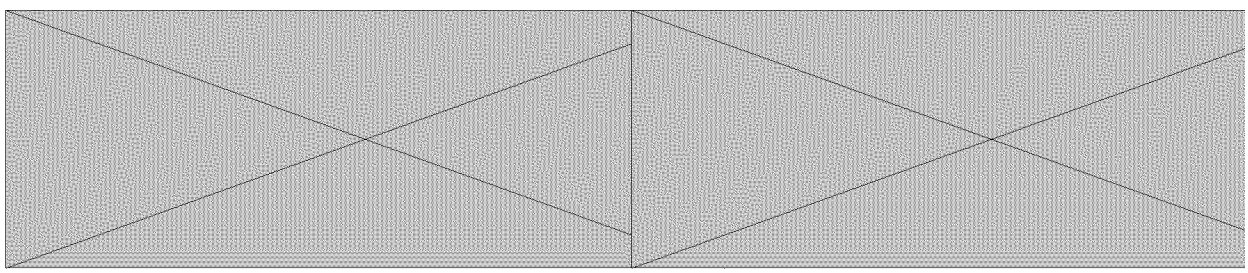
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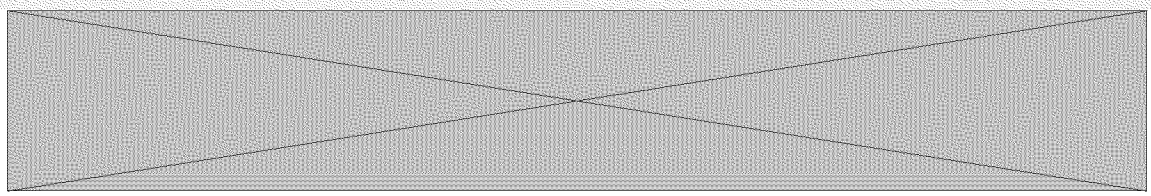


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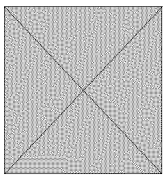
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From: Green Car Reports
Sent: Thur 12/18/2014 5:06:14 PM
Subject: Green Car Report Daily Headlines

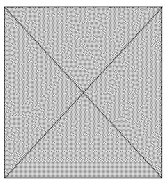
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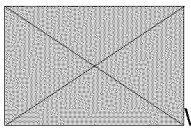
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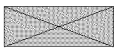
Electric Cars Get Cleaner, 2016 Chevy Volt On-Demand Regen, 2015 Audi A3 TDI Driven: Today's Car News

Dec 18, 2014 04:32 pm | feedback@highgearmedia.com (Stephen Edelstein)

 We've got a lot of electric-car news today--including stories on how electric cars have gotten cleaner in the past year and an on-demand regenerative braking feature for the 2016 Chevrolet Volt--plus a review of the 2015 Audi A3 TDI. All this and more on Green Car Reports. In just one year, electric cars have gotten cleaner. Here's how they did...

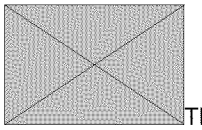
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2015 Audi A3 TDI Diesel: Fuel Economy Review

Dec 18, 2014 04:34 pm | feedback@highgearmedia.com (John Voelcker)

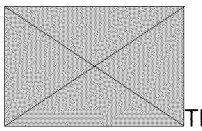
 The 2015 Audi A3 is the first all-new version of the compact luxury car since it was launched in the U.S. as a 2006 model. And there are a lot of changes. Most noticeable is its evolution from a five-door hatchback to a four-door sedan, facing it off neatly against the Mercedes-Benz CLA (also a compact, front-wheel-drive

sedan). DON'T MISS: 2015...

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Mercedes B-Class Electric Car Cuts Lifetime Carbon Emissions Up To 64 Percent

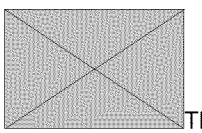
Dec 18, 2014 03:45 pm | feedback@highgearmedia.com (Stephen Edelstein)

 The environmental impact of plug-in electric cars continues to be the subject of significant discussion and debate among those less familiar with the technology and its impacts. Virtually all studies conclude that they use less energy on a well-to-wheels basis than internal-combustion vehicles--especially when recharged from low-carbon or...

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Mobile Battery Carts: The Answer To Blocked Charging Stations?

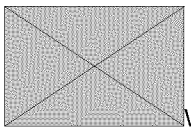
Dec 18, 2014 03:11 pm | feedback@highgearmedia.com (Stephen Edelstein)

 The number of public charging stations available to electric-car drivers is growing steadily, but that expansion brings a somewhat delicate problem. Charging stations are fixed in one spot--so what happens when someone has blocked them? DON'T MISS: Workplace Charging Doubles in Two Years, 90% Of Charging Stations Full Many electric-car drivers...

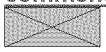
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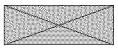
2016 Chevrolet Volt To Add On-Demand Regenerative Braking

Dec 18, 2014 02:53 pm | feedback@highgearmedia.com (John Voelcker)

 With little morethan three weeks to go until the 2016 Chevrolet Volt is revealed, its maker is dribbling out more tantalizing details on the all-new car. The latest is a YouTube video published yesterday that shows two members of the development team--familiar faces to Volt fans--demonstrating a new function. DON'T MISS: UPDATED: 2016 Chevrolet...

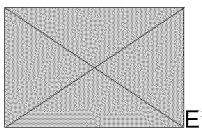
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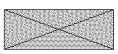
In Just One Year, Electric Cars Have Gotten Cleaner: How'd They Do That?

Dec 18, 2014 02:07 pm | feedback@highgearmedia.com (John Voelcker)

 Electric cars have no tailpipe emissions, but their overall impact on the environment includes the electricity generated to recharge their batteries. The carbon emissions associated with that power vary greatly, depending on the local utility that provides it. Now an updated study from the Union of Concerned Scientists calculates that in many...

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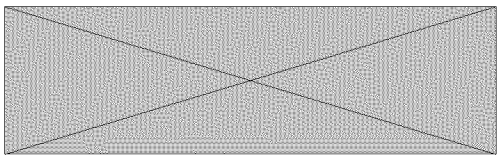
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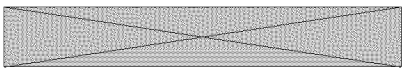
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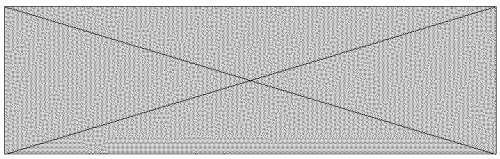
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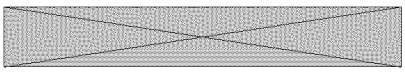
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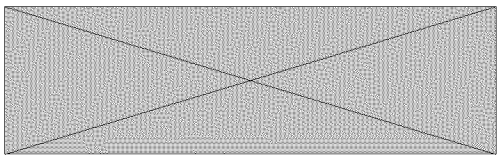
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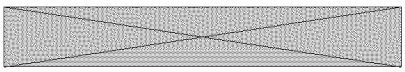
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TOP NEWS

Ford expands Takata driver-side airbag recall in U.S.

10:08 am U.S. ET | Dec 18

Ford today expanded the recall of older-model Mustang cars that have driver-side Takata airbags with inflators to include about 502,500 vehicles. ... » READ

Takata CEO takes out newspaper ads in reaction to airbag crisis

6:57 am U.S. ET | Dec 18

Takata, the embattled airbag maker, stepped up its response to a global auto-safety crisis by distributing an open letter from its CEO in U.S. and German newspapers. ... » READ

Cadillac says CT6 rearview mirror will have high-res video

3:00 pm U.S. ET | Dec 18

Cadillac plans to introduce a rearview mirror embedded with high-resolution streaming video that gives the driver more expansive rearward vision, unobstructed by headrests, passengers and the car's roof or rear pillars. ... » READ

Honda opens $35 million heritage, training center in Ohio

UPDATED: 12/18/14 3:04 pm ET - adds details

1:00 pm U.S. ET | Dec 18

Honda opened a $35 million heritage and training center in Marysville, Ohio, the city where the company became

the first Japanese automaker to build a car -- the Accord -- in the U.S., 32 years ago. ... » READ

Old GM tells New GM to compensate customers for faulty switches

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GM customers won a key ally in their quest for $10 billion in compensation: the automaker's bankrupt predecessor, which said switch defects were illegally hidden from consumers during the company's 2009 bailout. ... » READ

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Canadian dealer buries a Jeep, hires an ambassador and puts on the Ritz

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FTC launches second crackdown on auto dealer advertising

Toyota to invest $126 million to expand powertrain operations in Mich.

11:10 am U.S. ET | Dec 18

U.S. gas prices drop below $2.50 a gallon, boosting year-end auto sales

UPDATED: 12/18/14 4:17 pm ET - adds details

1:34 pm U.S. ET | Dec 18

Takata says it has sufficient funds to deal with recalls

UPDATED: 12/18/14 6:37 am ET - adds Takada's open letter

10:27 pm U.S. ET | Dec 17

Takata airbag crisis may spur maintenance changes in Japan

8:54 am U.S. ET | Dec 18

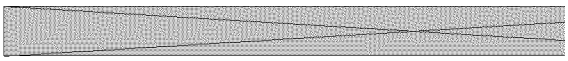
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» April 20 - PACE Awards
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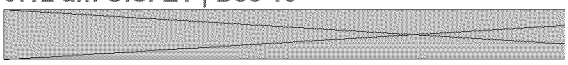
» Jan. 20 - Investing In Dealership Markets by Urban Science

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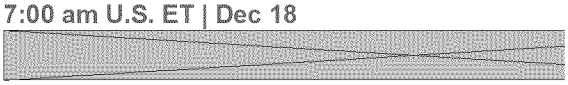
Ford shuts doors at Belgium plant

9:12 am U.S. ET | Dec 18



U.S. market has never been more competitive, IHS says

7:00 am U.S. ET | Dec 18



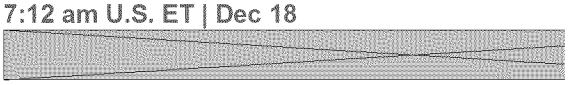
Former Saab owner Spyker is bankrupt

9:38 am U.S. ET | Dec 18



GM, Audi and Jaguar halt car sales in Russia on ruble's collapse

7:12 am U.S. ET | Dec 18



Dealertrack expands beyond U.S. with acquisition of German software provider

11:54 am U.S. ET | Dec 18



Smartphone app Zubie adds automotive retail and service perks

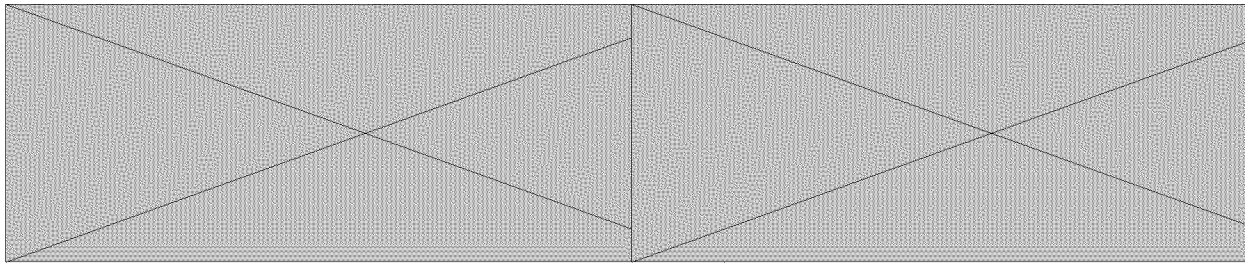
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9:57 am U.S. ET | Dec 18





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To: Thomas, Richard (EEO)[Richard.Thomas@vw.com]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]; Rodgers, William (EEO)[William.Rodgers@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Good, David
Sent: Thur 12/18/2014 9:48:29 PM
Subject: RE: 2015 FE Guide – Errors in Verify as of November 20, 2014
VW_Group_2015 FEGuide-all rel dates-no-sales-12-16-2014.xlsx

Richard,

I'm catching up on old emails. I think the displacements should be correct on the web by now. Here's the 2015 data in Verify as of 12/16/2014 if you need it.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Wednesday, December 03, 2014 11:34 AM
To: Good, David
Cc: Snyder, Jim; Rodgers, William (EEO); Allen, Gregory (EEO)
Subject: RE: 2015 FE Guide – Errors in Verify as of November 20, 2014

Hi Dave;

We think we have it straighten around now. Can you send me your 2015 fuel economy audit again so I can check to see if the models are picking up the correct 1.8L or 2.0L information?

Thanks,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Tuesday, December 02, 2014 3:21 PM
To: Thomas, Richard (EEO)
Cc: Snyder, Jim; Rodgers, William (EEO); Allen, Gregory (EEO)

Subject: RE: 2015 FE Guide – Errors in Verify as of November 20, 2014

Richard,

This bug in verify was suppose to be corrected in the most recent Verify Tier 3 deployment (Nov 24, 2014).

You'll probably have to correct the errors one last time, but after that Verify won't shuffle the engine configurations when you make changes to a CSI.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Wednesday, November 26, 2014 10:00 AM
To: Good, David
Cc: Snyder, Jim; Rodgers, William (EEO); Allen, Gregory (EEO)
Subject: RE: 2015 FE Guide – Errors in Verify as of November 20, 2014

Hello Dave;

I know you will first see this mail next week, but we noticed another problem with regard to the engine displacements and are currently working on correcting this error.

This is the scenario we corrected earlier this year and now we have the same issue again due to changes made to the CSI when adding models and/or engine codes to the gasoline fueled test group FVGAV02.0APA with two engine displacements (2.0L and 1.8L). Currently, whenever a change is made to add a new engine code the order of the existing Verify CSI engine configurations gets shuffled around, so that carline with the 1.8L engine now become 2.0L in the fuel economy information.

We asked that this issue be corrected in Verify several months ago but to our knowledge it has not been taken care of yet.

The following carlines, applicable test group engine displacements and label indexes are listed here for your convenience and should appear that way on the fuel economy guide website:

Carline	disp	Index #
A3	1.8L	007
A3 Cabriolet	1.8L	006
Golf	1.8L	085 & 103
Golf SportWagen	1.8L	not labeled yet
A3 quattro	2.0L	004
A3 Cabriolet quattro	2.0L	005
GTI	2.0L	001 & 008

Please contact me with questions. I will look forward to your next audit and will verify what you will send to the website contractor.

Best regards,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Thursday, November 20, 2014 4:13 PM
To: Thomas, Richard (EEO)
Cc: Snyder, Jim
Subject: re: 2015 FE Guide – Errors in Verify as of November 20, 2014

Richard,

re: 2015 FE Guide – Errors in Verify as of November 20, 2014

Attached are the data in Verify as of November 20, 2014. Labels with pea green fill in the first few columns have errors but which need to be corrected in Verify before I can have the data posted on www.fueleconomy.gov. The errors are also highlighted in yellow fill in the column where the error occurred.

The next normal posting of 2015 FE Label data will be on December 2, 2014 (on a monthly schedule where I run the query on the 1st, 9th,15th and 23rd of the month) and send the data to DOE for posting on that day (or a day later).

Please make any needed corrections to Verify when you get a chance.

Thanks

Dave

EPA comm	VERIFY cc	Model Yr (Mfr Name	Division (t	Carline	Verify Mfr	Index (Mo	Eng Displ	# Cyl
		2015 Volkswage	Audi	A3	VGA	7	1.8	4
Diesel;		2015 Volkswage	Audi	A3	VGA	101	2.0	4
		2015 Volkswage	Audi	A3 Cabriol	VGA	6	1.8	4
		2015 Volkswage	Audi	A3 Cabriol	VGA	5	2.0	4
		2015 Volkswage	Audi	A3 quattro	VGA	4	2.0	4
		2015 Volkswage	Audi	A4	VGA	46	2.0	4
Relabeled. Please include in mo		2015 Volkswage	Audi	A4 quattro	VGA	64	2.0	4
		2015 Volkswage	Audi	A4 quattro	VGA	49	2.0	4
Relabeled. Please include in mo		2015 Volkswage	Audi	A5 Cabriol	VGA	66	2.0	4
Relabeled. Please include in mo		2015 Volkswage	Audi	A5 quattro	VGA	65	2.0	4
		2015 Volkswage	Audi	A5 quattro	VGA	50	2.0	4
		2015 Volkswage	Audi	A6	VGA	47	2.0	4
		2015 Volkswage	Audi	A6 quattro	VGA	48	2.0	4
		2015 Volkswage	Audi	A6 quattro	VGA	72	3.0	6
Diesel;		2015 Volkswage	Audi	A6 quattro	VGA	17	3.0	6
		2015 Volkswage	Audi	A7 quattro	VGA	71	3.0	6
Diesel;		2015 Volkswage	Audi	A7 quattro	VGA	18	3.0	6
		2015 Volkswage	Audi	A8	VGA	40	3.0	6
		2015 Volkswage	Audi	A8	VGA	11	4.0	8
Diesel;		2015 Volkswage	Audi	A8L	VGA	15	3.0	6
		2015 Volkswage	Audi	A8L	VGA	41	3.0	6
		2015 Volkswage	Audi	A8L	VGA	10	4.0	8
		2015 Volkswage	Audi	A8L	VGA	14	6.3	12
		2015 Volkswage	Audi	allroad qu	VGA	68	2.0	4
		2015 Volkswage	Audi	Q3	VGA	62	2.0	4
		2015 Volkswage	Audi	Q3 quattro	VGA	37	2.0	4
		2015 Volkswage	Audi	Q5	VGA	67	2.0	4
		2015 Volkswage	Audi	Q5	VGA	70	3.0	6
Diesel;		2015 Volkswage	Audi	Q5	VGA	16	3.0	6
Hybrid;		2015 Volkswage	Audi	Q5 Hybrid	VGA	63	2.0	4
Diesel;		2015 Volkswage	Audi	Q7	VGA	12	3.0	6
		2015 Volkswage	Audi	Q7	VGA	51	3.0	6
		2015 Volkswage	Audi	R8	VGA	27	4.2	8
		2015 Volkswage	Audi	R8	VGA	29	4.2	8
		2015 Volkswage	Audi	R8	VGA	35	5.2	10
		2015 Volkswage	Audi	R8	VGA	33	5.2	10
		2015 Volkswage	Audi	R8 Spyder	VGA	26	4.2	8
		2015 Volkswage	Audi	R8 Spyder	VGA	28	4.2	8
		2015 Volkswage	Audi	R8 Spyder	VGA	34	5.2	10
		2015 Volkswage	Audi	R8 Spyder	VGA	32	5.2	10
		2015 Volkswage	Audi	RS5	VGA	30	4.2	8
		2015 Volkswage	Audi	RS5 Cabrio	VGA	31	4.2	8
Relabeled. Please include in mo		2015 Volkswage	Audi	RS7	VGA	21	4.0	8
		2015 Volkswage	Audi	S3	VGA	42	2.0	4

	2015	Volkswage	Audi	S4	VGA	73	3.0	6
	2015	Volkswage	Audi	S4	VGA	76	3.0	6
	2015	Volkswage	Audi	S5	VGA	74	3.0	6
	2015	Volkswage	Audi	S5	VGA	77	3.0	6
	2015	Volkswage	Audi	S5 Cabriole	VGA	75	3.0	6
	2015	Volkswage	Audi	S6	VGA	20	4.0	8
	2015	Volkswage	Audi	S7	VGA	19	4.0	8
	2015	Volkswage	Audi	S8	VGA	9	4.0	8
	2015	Volkswage	Audi	SQ5	VGA	69	3.0	6
	2015	Volkswage	Audi	TT Coupe c	VGA	2	2.0	4
	2015	Volkswage	Audi	TT Roadste	VGA	3	2.0	4
	2015	Volkswage	Bentley	Continenta	VGA	24	4.0	8
	2015	Volkswage	Bentley	Continenta	VGA	43	6.0	12
	2015	Volkswage	Bentley	Continenta	VGA	22	4.0	8
	2015	Volkswage	Bentley	Continenta	VGA	45	6.0	12
	2015	Volkswage	Bentley	Continenta	VGA	110	4.0	8
	2015	Volkswage	Bentley	Flying Spur	VGA	23	4.0	8
	2015	Volkswage	Bentley	Flying Spur	VGA	44	6.0	12
	2015	Volkswage	Bentley	Mulsanne	VGA	61	6.8	8
	2015	Volkswage	Bugatti	Veyron	VGA	60	8.0	16
	2015	Volkswage	Lamborghi	Aventador	VGA	52	6.5	12
	2015	Volkswage	Lamborghi	Aventador	VGA	53	6.5	12
	2015	Volkswage	Lamborghi	Huracan	VGA	25	5.2	10
	2015	Volkswage	Lamborghi	Veneno Rc	VGA	54	6.5	12
	2015	Volkswage	Volkswage	Beetle	VGA	79	1.8	4
	2015	Volkswage	Volkswage	Beetle	VGA	78	1.8	4
	2015	Volkswage	Volkswage	Beetle	VGA	81	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle	VGA	95	2.0	4
	2015	Volkswage	Volkswage	Beetle	VGA	83	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle	VGA	91	2.0	4
	2015	Volkswage	Volkswage	Beetle Con	VGA	80	1.8	4
	2015	Volkswage	Volkswage	Beetle Con	VGA	82	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle Con	VGA	96	2.0	4
	2015	Volkswage	Volkswage	Beetle Con	VGA	84	2.0	4
Diesel;	2015	Volkswage	Volkswage	Beetle Con	VGA	92	2.0	4
	2015	Volkswage	Volkswage	CC	VGA	58	2.0	4
	2015	Volkswage	Volkswage	CC	VGA	59	2.0	4
	2015	Volkswage	Volkswage	CC 4Motio	VGA	56	3.6	6
	2015	Volkswage	Volkswage	Eos	VGA	36	2.0	4
	2015	Volkswage	Volkswage	Golf	VGA	103	1.8	4
	2015	Volkswage	Volkswage	Golf	VGA	85	1.8	4
Diesel;	2015	Volkswage	Volkswage	Golf	VGA	100	2.0	4
Diesel; Relabeled. Please include	2015	Volkswage	Volkswage	Golf	VGA	104	2.0	4
	2015	Volkswage	Volkswage	Golf R	VGA	108	2.0	4
	2015	Volkswage	Volkswage	Golf Sport\	VGA	113	1.8	4

	2015	Volkswage	Volkswage	Golf Sport\	VGA	114	1.8	4
Diesel;	2015	Volkswage	Volkswage	Golf Sport\	VGA	111	2.0	4
Diesel;	2015	Volkswage	Volkswage	Golf Sport\	VGA	112	2.0	4
	2015	Volkswage	Volkswage	GTI	VGA	1	2.0	4
	2015	Volkswage	Volkswage	GTI	VGA	8	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	98	1.8	4
	2015	Volkswage	Volkswage	Jetta	VGA	97	1.8	4
	2015	Volkswage	Volkswage	Jetta	VGA	93	2.0	4
Diesel;	2015	Volkswage	Volkswage	Jetta	VGA	102	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	99	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	86	2.0	4
Diesel;	2015	Volkswage	Volkswage	Jetta	VGA	105	2.0	4
	2015	Volkswage	Volkswage	Jetta	VGA	94	2.0	4
Hybrid;	2015	Volkswage	Volkswage	Jetta Hybri	VGA	107	1.4	4
	2015	Volkswage	Volkswage	Passat	VGA	90	1.8	4
	2015	Volkswage	Volkswage	Passat	VGA	88	1.8	4
Diesel;	2015	Volkswage	Volkswage	Passat	VGA	89	2.0	4
Diesel;	2015	Volkswage	Volkswage	Passat	VGA	87	2.0	4
	2015	Volkswage	Volkswage	Passat	VGA	55	3.6	6
	2015	Volkswage	Volkswage	Tiguan	VGA	39	2.0	4
	2015	Volkswage	Volkswage	Tiguan 4M	VGA	38	2.0	4
Diesel;	2015	Volkswage	Volkswage	Touareg	VGA	13	3.0	6
	2015	Volkswage	Volkswage	Touareg	VGA	57	3.6	6
Hybrid;	2015	Volkswage	Volkswage	Touareg H\	VGA	106	3.0	6

Transmiss	City FE (G	Hwy FE (C	Comb FE	Low'd City	Low'd HW	Low'd Cor	City Unad	Hwy Unad	Comb Una
Auto(AM-S	23	33	27				28.9000	46.6000	34.8580
Auto(AM-S	31	43	36				41.0359	61.6186	48.2955
Auto(AM-S	24	35	28				30.5000	47.0000	36.2224
Auto(AM-S	23	32	26				29.0000	44.2000	34.3094
Auto(AM-S	24	33	27				30.0000	44.6000	35.1828
Auto(AV-S	24	32	27				30.3000	44.6000	35.4089
Auto(S8)	21	30	25				27.1000	42.2000	32.3011
Manual(M	22	32	26				27.5555	43.9180	33.1059
Auto(S8)	21	29	24				26.4000	41.0000	31.4377
Auto(S8)	21	30	25				27.1000	42.2000	32.3011
Manual(M	22	32	26				27.5555	43.9180	33.1059
Auto(AV-S	25	33	28				31.4000	46.9000	36.8857
Auto(S8)	20	29	23				24.8000	40.5000	30.0404
Auto(S8)	18	27	22				23.1369	38.1000	28.1037
Auto(S8)	24	38	29				30.6987	52.4000	37.7304
Auto(S8)	18	28	21				23.0447	37.6000	27.9059
Auto(S8)	24	38	29				30.6987	52.4000	37.7304
Auto(S8)	19	29	22				23.5657	39.6000	28.8162
Auto(S8)	18	30	22				22.5929	39.4000	27.9601
Auto(S8)	24	36	28				29.9399	51.4000	36.8664
Auto(S8)	19	29	22				23.5657	39.6000	28.8162
Auto(S8)	18	29	22				22.2780	39.1000	27.6266
Auto(S8)	14	22	17				17.2000	28.6000	20.9595
Auto(S8)	21	28	24				26.7000	39.2000	31.1732
Auto(S6)	20	29	23				24.8499	40.0000	29.9555
Auto(S6)	20	28	23				24.8000	38.5000	29.5284
Auto(S8)	20	28	23				24.8000	38.6000	29.5548
Auto(S8)	18	26	21				22.8446	35.5000	27.2096
Auto(S8)	24	31	27				29.1832	43.5000	34.2568
Auto(S8)	24	30	26				30.4000	39.9000	34.0480
Auto(S8)	19	28	22				22.8000	39.1000	28.0649
Auto(S8)	16	22	18				19.4000	30.0000	23.0678
Auto(AM-S	14	23	17				16.4549	29.7195	20.5904
Manual(M	11	20	14				13.6544	24.3877	17.0265
Auto(AM-S	13	22	16				15.4000	28.8067	19.4796
Manual(M	12	19	14				13.7000	23.4475	16.8527
Auto(AM-S	14	23	17				16.4549	29.7195	20.5904
Manual(M	11	20	14				13.6544	24.3877	17.0265
Auto(AM-S	13	22	16				15.4000	28.8067	19.4796
Manual(M	12	19	14				13.7000	23.4475	16.8527
Auto(AM-S	16	23	18				19.1000	30.0000	22.8332
Auto(AM-S	16	22	18				19.2000	28.9000	22.6159
Auto(S8)	15	25	18				17.8763	33.1739	22.5584
Auto(AM-S	23	31	26				28.5000	41.5000	33.1767

vided [600.314-08 states label values must not change for entire model year, except for 600.507(a) and 600.314-0
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vided [600.314-08 states label values must not change for entire model year, except for 600.507(a) and 600.314-0

Auto(AM-S	18	28	21	22.4000	35.8000	26.9372
Manual(M	17	26	20	20.0000	33.4000	24.4063
Auto(AM-S	18	28	21	22.4000	35.8000	26.9372
Manual(M	17	26	20	20.0000	33.4000	24.4063
Auto(AM-S	18	26	21	22.1000	34.7000	26.4165
Auto(AM-S	17	27	20	20.7366	35.2072	25.4423
Auto(AM-S	17	27	20	20.7366	35.2072	25.4423
Auto(S8)	17	27	20	19.9000	36.4000	24.9995
Auto(S8)	17	24	19	20.8000	32.9000	24.9252
Auto(AM-S	22	31	26	28.3669	42.1911	33.2728
Auto(AM-S	22	31	26	28.3669	42.1911	33.2728
Auto(S8)	15	25	19	19.1000	33.5000	23.6806
Auto(S8)	12	21	15	15.4000	28.3000	19.3741
Auto(S8)	14	24	17	17.3000	31.8000	21.7662
Auto(S8)	12	20	15	14.4000	26.7000	18.1658
Auto(S8)	13	23	17	16.4000	32.1000	21.0282
Auto(S8)	14	24	17	17.3000	31.8000	21.7662
Auto(S8)	12	20	15	14.4000	26.7000	18.1658
Auto(S8)	11	18	13	12.9000	21.8000	15.8033
Auto(AM-S	8	15	10	10.0000	17.9000	12.4782
Auto(AM-S	11	18	13	12.6000	25.2000	16.2581
Auto(AM-S	10	16	12	11.5000	21.2000	14.4817
Auto(AM-S	14	20	16	16.8000	25.5000	19.8471
Auto(AM-S	11	17	13	12.5000	22.7000	15.6681
Auto(S6)	25	33	28	31.8064	46.0926	36.9616
Manual(M	24	33	27	30.3689	46.0618	35.8679
Auto(AM-S	24	30	26	29.1689	42.3558	33.9213
Auto(AM-S	31	41	34	40.2000	57.8000	46.5830
Manual(M	23	31	26	27.7589	43.4112	33.1352
Manual(M	31	41	34	40.0000	57.8000	46.4350
Auto(S6)	24	32	27	30.6903	45.4713	35.9488
Auto(AM-S	23	29	25	28.8902	40.8000	33.2591
Auto(AM-S	30	40	34	39.7000	56.5000	45.8327
Manual(M	23	31	26	27.7589	43.4112	33.1352
Manual(M	30	40	34	38.7000	57.2000	45.2919
Auto(AM-S	22	31	25	26.9290	42.1849	32.1632
Manual(M	21	32	25	25.6435	43.4548	31.4431
Auto(S6)	17	25	20	20.5000	33.5000	24.8373
Auto(AM-S	22	30	25	27.5000	41.5000	32.4219
Auto(S6)	25	36	29	32.5000	51.1000	38.8661
Manual(M	25	37	30	32.6000	52.5000	39.3042
Auto(AM-S	31	43	36	41.0359	61.6186	48.2955
Manual(M	30	45	36	39.9000	64.5000	48.1668
Auto(AM-S	23	30	26	28.3000	40.9000	32.8547
Auto(S6)	25	35	29	32.7000	49.4000	38.5670

dy provided). [600.314-08 states label values must not change for entire model year except for 600.507(a) and 600

Manual(M	25	36	29	31.7000	50.5000	38.0792
Auto(AM-S	31	42	35	41.0000	59.9000	47.7848
Manual(M	31	43	35	40.2000	62.0000	47.7563
Auto(AM-S	25	33	28	30.7000	45.3000	35.9078
Manual(M	25	34	28	30.0000	46.4000	35.6740
Auto(S6)	25	37	30	32.7401	52.6000	39.4414
Manual(M	25	37	29	32.3787	52.4790	39.1216
Auto(AM-S	24	32	27	29.5595	44.4600	34.8093
Auto(AM-S	31	45	36	41.3000	64.1000	49.1703
Auto(S6)	23	34	26	28.7000	47.5000	34.9193
Manual(M	25	34	28	29.3000	49.6000	35.9145
Manual(M	31	46	36	40.2000	65.6000	48.6823
Manual(M	23	33	26	28.2801	45.1600	33.9987
Auto(AM-S	42	48	45	57.5000	65.3000	60.7663
Auto(S6)	24	36	28	31.2000	50.5769	37.6995
Manual(M	24	35	28	30.9734	49.8831	37.3437
Auto(AM-S	30	42	34	38.7000	59.9000	46.0312
Manual(M	30	44	35	39.0000	62.4000	46.9173
Auto(AM-S	20	28	23	23.9000	37.3000	28.5088
Auto(S6)	21	26	23	25.9873	36.0386	29.7169
Auto(S6)	20	26	23	25.7711	36.0238	29.5565
Auto(S8)	20	29	23	24.1000	41.0000	29.5883
Auto(S8)	17	23	19	21.3000	31.6000	24.9612
Auto(S8)	20	24	21	25.1000	33.1000	28.1631

City Unrd	Hwy Unrd	Comb Unr	Guzzler?	Air Aspir I	Air Aspira	Trans	Trans Des	Trans, Otl	# Gears
23.4556	33.3421	27.0673		TC	Turbochar	AMS	Automatec		6
31.1996	43.0359	35.6064		TC	Turbochar	AMS	Automatec		6
24.3444	34.5845	28.0867		TC	Turbochar	AMS	Automatec		6
23.3120	31.5429	26.4136		TC	Turbochar	AMS	Automatec		6
24.0818	32.6198	27.2970		TC	Turbochar	AMS	Automatec		6
23.6858	31.6788	26.7189		TC	Turbochar	SCV	Selectable		8
21.5584	30.0427	24.5522		TC	Turbochar	SA	Semi-Auto		8
22.1972	32.0693	25.7665		TC	Turbochar	M	Manual		6
20.8442	29.2228	23.9313		TC	Turbochar	SA	Semi-Auto		8
21.5584	30.0427	24.5522		TC	Turbochar	SA	Semi-Auto		8
22.1972	32.0693	25.7665		TC	Turbochar	M	Manual		6
24.5044	32.5529	27.5721		TC	Turbochar	SCV	Selectable		8
19.6106	28.8603	22.9156		TC	Turbochar	SA	Semi-Auto		8
18.3949	27.2332	21.5408		SC	Supercha	SA	Semi-Auto		8
24.4094	38.0485	29.1042		TC	Turbochar	SA	Semi-Auto		8
18.0028	27.5267	21.3226		SC	Supercha	SA	Semi-Auto		8
24.4094	38.0485	29.1042		TC	Turbochar	SA	Semi-Auto		8
18.6853	29.3211	22.3303		SC	Supercha	SA	Semi-Auto		8
18.2315	29.5343	22.0244		TC	Turbochar	SA	Semi-Auto		8
23.8727	36.3252	28.2271		TC	Turbochar	SA	Semi-Auto		8
18.6853	29.3211	22.3303		SC	Supercha	SA	Semi-Auto		8
17.9485	28.5015	21.5369		TC	Turbochar	SA	Semi-Auto		8
13.8358	21.9706	16.6020	G	NA	Naturally A	SA	Semi-Auto		8
21.0646	27.9892	23.7037		TC	Turbochar	SA	Semi-Auto		8
19.6619	28.5380	22.8617		TC	Turbochar	SA	Semi-Auto		6
19.7028	28.0105	22.7375		TC	Turbochar	SA	Semi-Auto		6
19.6619	27.5771	22.5781		TC	Turbochar	SA	Semi-Auto		8
17.8443	25.5746	20.6536		SC	Supercha	SA	Semi-Auto		8
23.6266	31.3636	26.5783		TC	Turbochar	SA	Semi-Auto		8
24.0075	29.7936	26.3065		TC	Turbochar	SA	Semi-Auto		8
18.7400	27.6200	21.9099		TC	Turbochar	SA	Semi-Auto		8
15.5983	21.6157	17.8322		SC	Supercha	SA	Semi-Auto		8
13.5631	22.5823	16.5348	G	NA	Naturally A	AMS	Automatec		7
11.4565	20.0560	14.1955	G	NA	Naturally A	M	Manual		6
12.9942	22.2057	15.9766	G	NA	Naturally A	AMS	Automatec		7
11.7338	19.4192	14.2763	G	NA	Naturally A	M	Manual		6
13.5631	22.5823	16.5348	G	NA	Naturally A	AMS	Automatec		7
11.4565	20.0560	14.1955	G	NA	Naturally A	M	Manual		6
12.9942	22.2057	15.9766	G	NA	Naturally A	AMS	Automatec		7
11.7338	19.4192	14.2763	G	NA	Naturally A	M	Manual		6
15.7409	23.3075	18.4339		NA	Naturally A	AMS	Automatec		7
15.8793	22.1836	18.2078		NA	Naturally A	AMS	Automatec		7
14.5210	25.1577	17.9525		TC	Turbochar	SA	Semi-Auto		8
23.1833	30.7065	26.0560		TC	Turbochar	AMS	Automatec		6

8(e)(4) reasons: Please revise release date to the effective date when vehicles were relabelled;

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18.1170	27.5580	21.4190	SC	Supercharg	AMS	Automatec	7
17.0438	26.0230	20.1767	SC	Supercharg	M	Manual	6
18.1170	27.5580	21.4190	SC	Supercharg	AMS	Automatec	7
17.0438	26.0230	20.1767	SC	Supercharg	M	Manual	6
17.6699	25.9530	20.6333	SC	Supercharg	AMS	Automatec	7
16.7533	26.9042	20.1794	TC	Turbochar	AMS	Automatec	7
16.7533	26.9042	20.1794	TC	Turbochar	AMS	Automatec	7
16.5369	26.7008	19.9551	TC	Turbochar	SA	Semi-Auto	8
16.7285	23.6581	19.2682	SC	Supercharg	SA	Semi-Auto	8
22.3665	31.1759	25.6242	TC	Turbochar	AMS	Automatec	6
22.3665	31.1759	25.6242	TC	Turbochar	AMS	Automatec	6
15.2087	25.3816	18.5553	TC	Turbochar	SA	Semi-Auto	8
12.4737	21.0866	15.2827	G	TC	Turbochar	SA	Semi-Auto	8
13.8190	23.8488	17.0447	G	TC	Turbochar	SA	Semi-Auto	8
12.0228	20.0478	14.6643	G	TC	Turbochar	SA	Semi-Auto	8
13.3620	23.3629	16.5500	G	TC	Turbochar	SA	Semi-Auto	8
13.8190	23.8488	17.0447	G	TC	Turbochar	SA	Semi-Auto	8
12.0228	20.0478	14.6643	G	TC	Turbochar	SA	Semi-Auto	8
10.5402	17.7129	12.8889	G	TC	Turbochar	SA	Semi-Auto	8
8.4232	14.7698	10.4424	G	TC	Turbochar	AMS	Automatec	7
10.6055	18.4729	13.1199	G	NA	Naturally A	AMS	Automatec	7
9.7957	16.2453	11.9264	G	NA	Naturally A	AMS	Automatec	7
14.0224	20.0427	16.2140	G	NA	Naturally A	AMS	Automatec	7
10.6353	16.9743	12.7836	G	NA	Naturally A	AMS	Automated	7
24.7637	32.6943	27.7980	TC	Turbochar	SA	Semi-Auto	6
23.7579	32.6943	27.0899	TC	Turbochar	M	Manual	5
23.6856	29.5929	26.0232	TC	Turbochar	AMS	Automatec	6
30.6516	40.5292	34.4273	TC	Turbochar	AMS	Automatec	6
22.6980	30.6082	25.6850	TC	Turbochar	M	Manual	6
30.5143	40.5292	34.3319	TC	Turbochar	M	Manual	6
23.9740	32.2876	27.1159	TC	Turbochar	SA	Semi-Auto	6
22.7135	28.5529	25.0157	TC	Turbochar	AMS	Automatec	6
30.3081	39.6674	33.9083	TC	Turbochar	AMS	Automatec	6
22.6980	30.6082	25.6850	TC	Turbochar	M	Manual	6
29.6183	40.1317	33.5766	TC	Turbochar	M	Manual	6
21.8993	30.8310	25.1821	TC	Turbochar	AMS	Automatec	6
20.6665	31.8238	24.5378	TC	Turbochar	M	Manual	6
16.9415	25.2190	19.8774	NA	Naturally A	SA	Semi-Auto	6
21.7634	30.1121	24.8658	TC	Turbochar	AMS	Automatec	6
25.2640	36.0643	29.1989	TC	Turbochar	SA	Semi-Auto	6
25.3353	37.0021	29.5244	TC	Turbochar	M	Manual	5
31.1996	43.0359	35.6064	TC	Turbochar	AMS	Automatec	6
30.4450	44.3967	35.6137	TC	Turbochar	M	Manual	6
23.0603	30.0715	25.7633	TC	Turbochar	AMS	Automatec	6
25.4066	34.9222	28.9572	TC	Turbochar	SA	Semi-Auto	6

.31.08(c)(4) reasons.] Please revise release date to the effective date when vehicles were relabelled;

24.6921	35.6616	28.6591	TC	Turbochar¡M	Manual	5
31.1996	41.9168	35.2560	TC	Turbochar¡AMS	Automatec	6
30.6516	43.2988	35.2902	TC	Turbochar¡M	Manual	6
24.6434	32.6158	27.6891	TC	Turbochar¡AMS	Automatec	6
24.9095	34.2917	28.4070	TC	Turbochar¡M	Manual	6
25.4066	37.0689	29.5967	TC	Turbochar¡SA	Semi-Auto	6
25.1926	37.0021	29.4176	TC	Turbochar¡M	Manual	5
23.5744	31.8670	26.7012	TC	Turbochar¡AMS	Automatec	6
31.4045	44.6752	36.2501	TC	Turbochar¡AMS	Automatec	6
22.5269	33.6412	26.4608	NA	Naturally ASA	Semi-Auto	6
24.6629	33.9684	28.1307	NA	Naturally AM	Manual	5
30.6516	45.6549	35.9711	TC	Turbochar¡M	Manual	6
22.8950	32.6159	26.4413	TC	Turbochar¡M	Manual	6
42.0354	48.2310	44.6144	TC	Turbochar¡AMS	Automatec	7
24.3335	35.7288	28.4112	TC	Turbochar¡SA	Semi-Auto	6
24.1899	35.2585	28.1693	TC	Turbochar¡M	Manual	5
29.6183	41.9168	34.1237	TC	Turbochar¡AMS	Automatec	6
29.8256	43.5614	34.7575	TC	Turbochar¡M	Manual	6
19.7174	27.8048	22.6868	NA	Naturally AAMS	Automatec	6
20.5496	25.7855	22.6161	TC	Turbochar¡SA	Semi-Auto	6
20.3807	25.8019	22.5089	TC	Turbochar¡SA	Semi-Auto	6
19.6490	28.9961	22.9829	TC	Turbochar¡SA	Semi-Auto	8
17.0411	22.7325	19.2048	NA	Naturally ASA	Semi-Auto	8
19.8843	23.7762	21.4655	SC	Supercha¡SA	Semi-Auto	8

Lockup Tc	Trans Cre	Drive Sys	Drive Des	Primary B	Max Ethar	Max Biodi	Range1 - I	Fuel Usag	Fuel Usag
tomated Ma	nual with	paddles)	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	2-Wheel D	FVGAV02.0	VAL	5		DU	Diesel, ultr
tomated Ma	nual with	paddles)	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
MT with pad	dles)	F	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		422	GP	Gasoline (F
N	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		406	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		422	GP	Gasoline (F
N	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
MT with pad	dles)	F	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAJ03.0	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAV03.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV04.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAV03.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV04.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV06.3	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		406	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	85		455	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ03.0	NU4	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAT02.(	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAT03.0	NU3	5		DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAT03.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
N	N	A	All Wheel I	FVGAV05.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV04.2	15			GP	Gasoline (F
Y	N	A	All Wheel I	FVGAV04.(	15			GP	Gasoline (F
tomated Ma	nual with	paddles)	All Wheel I	FVGAV02.(	15			GP	Gasoline (F

tomated Manual with paddles)	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
N	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Manual with paddles)	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
N	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Manual with paddles)	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Manual with paddles)	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
tomated Manual with paddles)	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAJ03.0	15		GP	Gasoline (F
tomated Manual with paddles)	N	A	All Wheel IFVGAV02.(	15		GP	Gasoline (F
tomated Manual with paddles)	N	A	All Wheel IFVGAV02.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV06.(	85	357	GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV06.(	85	357	GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV04.(	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV06.(	85	357	GP	Gasoline (F
Y	N	R	2-Wheel DFVGAV06.8	15		GP	Gasoline (F
tomated Manual with paddles)	N	A	All Wheel IFVGAV08.(	15		GPR	Gasoline (F
tomated Manual with paddles)	N	A	All Wheel IFVGAV06.5	15		GPR	Gasoline (F
tomated Manual with paddles)	N	A	All Wheel IFVGAV06.5	15		GPR	Gasoline (F
tomated Manual with paddles)	N	A	All Wheel IFVGAV05.2	15		GP	Gasoline (F
tomated Manual with paddles)	N	A	All Wheel IFVGAV06.	15		GPR	Gasoline (I
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
N	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
tomated Manual with paddles)	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
tomated Manual with paddles)	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
N	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
tomated Manual with paddles)	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
tomated Manual with paddles)	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
N	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
tomated Manual with paddles)	N	F	2-Wheel DFVGAJ02.0	15		GP	Gasoline (F
N	N	F	2-Wheel DFVGAJ02.0	15		GP	Gasoline (F
Y	N	A	All Wheel IFVGAV03.(	15		GP	Gasoline (F
tomated Manual with paddles)	N	F	2-Wheel DFVGAV02.(	15		GP	Gasoline (F
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
N	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F
tomated Manual with paddles)	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
N	N	F	2-Wheel DFVGAV02.0VAL		5	DU	Diesel, ultr
tomated Manual with paddles)	N	A	All Wheel IFVGAV02.(	15		GP	Gasoline (F
Y	N	F	2-Wheel DFVGAV02.(	15		G	Gasoline (F

N	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
Y	N	Manual with	paddles)	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
N	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
Y	N	Manual with	paddles)	2-Wheel D	FVGAV02.(	15	GP	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.(	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
Y	N	Manual with	paddles)	2-Wheel D	FVGAV02.(	15	GP	Gasoline (F
Y	N	Manual with	paddles)	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
Y	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
N	N	F	2-Wheel D	FVGAV02.(	15	GP	Gasoline (F
Y	N	Manual with	paddles)	2-Wheel D	FVGAV01.4	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
N	N	F	2-Wheel D	FVGAV02.(	15	G	Gasoline (F
Y	N	Manual with	paddles)	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
N	N	F	2-Wheel D	FVGAV02.0VAL	5	DU	Diesel, ultr
Y	N	Manual with	paddles)	2-Wheel D	FVGAV03.(	15	GP	Gasoline (F
Y	N	F	2-Wheel D	FVGAJ02.0	15	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAJ02.0	15	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAT03.0NU2	5	DU	Diesel, ultr
Y	N	A	All Wheel I	FVGAT03.(	15	GP	Gasoline (F
Y	N	A	All Wheel I	FVGAT03.(	15	GP	Gasoline (F

Fuel Unit	Fuel Unit	Gas Guzz	Gas Guzz	2Dr Pass	2Dr Lugg	4Dr Pass	4Dr Lugg	Htchbk Pa	Htchbk Lu
MPG	miles per ga	Unleaded Recommended)	Not exempt			86	12		
MPG	miles per ga	ulfur (15 ppm maximum)	Not exempt			86	12		
MPG	miles per ga	Unleaded Recommended)	Not exempt	79	10				
MPG	miles per ga	Unleaded Recommended)	Not exempt	79	10				
MPG	miles per ga	Unleaded Recommended)	Not exempt			86	10		
MPG	miles per ga	Unleaded Recommended)	Not exempt			91	12		
MPG	miles per ga	Unleaded Recommended)	Not exempt			91	12		
MPG	miles per ga	Unleaded Recommended)	Not exempt			91	12		
MPG	miles per ga	Unleaded Recommended)	Not exempt	81	10				
MPG	miles per ga	Unleaded Recommended)	Not exempt	84	12				
MPG	miles per ga	Unleaded Recommended)	Not exempt	84	12				
MPG	miles per ga	Unleaded Recommended)	Not exempt			98	16		
MPG	miles per ga	Unleaded Recommended)	Not exempt			98	16		
MPG	miles per ga	Unleaded Recommended)	Not exempt			98	16		
MPG	miles per ga	ulfur (15 ppm maximum)	Not exempt			98	16		
MPG	miles per ga	Unleaded Recommended)	Not exempt					94	25
MPG	miles per ga	ulfur (15 ppm maximum)	Not exempt					94	25
MPG	miles per ga	Unleaded Recommended)	Not exempt			100	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			100	15		
MPG	miles per ga	ulfur (15 ppm maximum)	Not exempt			107	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			107	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			107	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			107	15		
MPG	miles per ga	Unleaded Recommended)	Not exempt			90	28		
MPG	miles per ga	Unleaded Recommended)	Not exempt					84	17
MPG	miles per ga	Unleaded Recommended)	Not exempt					84	17
MPG	miles per ga	Unleaded Recommended)	Truck						
MPG	miles per ga	Unleaded Recommended)	Truck						
MPG	miles per ga	ulfur (15 ppm maximum)	Truck						
MPG	miles per ga	Unleaded Recommended)	Truck						
MPG	miles per ga	ulfur (15 ppm maximum)	Truck						
MPG	miles per ga	Unleaded Recommended)	Truck						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt						
MPG	miles per ga	Unleaded Recommended)	Not exempt	84	13				
MPG	miles per ga	Unleaded Recommended)	Not exempt	81	10				
MPG	miles per ga	Unleaded Recommended)	Not exempt					94	25
MPG	miles per ga	Unleaded Recommended)	Not exempt			86	10		

MPG	miles per gal	Unleaded Recommended)	Not exempt			90	13		
MPG	miles per gal	Unleaded Recommended)	Not exempt			90	13		
MPG	miles per gal	Unleaded Recommended)	Not exempt	84	13				
MPG	miles per gal	Unleaded Recommended)	Not exempt	84	13				
MPG	miles per gal	Unleaded Recommended)	Not exempt	81	10				
MPG	miles per gal	Unleaded Recommended)	Not exempt			98	16		
MPG	miles per gal	Unleaded Recommended)	Not exempt					94	25
MPG	miles per gal	Unleaded Recommended)	Not exempt			100	15		
MPG	miles per gal	Unleaded Recommended)	Truck						
MPG	miles per gal	Unleaded Recommended)	Not exempt	74	13				
MPG	miles per gal	Unleaded Recommended)	Not exempt						
MPG	miles per gal	Unleaded Recommended)	Not exempt	89	11				
MPG	miles per gal	Unleaded Recommended)	Not exempt	89	11				
MPG	miles per gal	Unleaded Recommended)	Not exempt	86	7				
MPG	miles per gal	Unleaded Recommended)	Not exempt	86	7				
MPG	miles per gal	Unleaded Recommended)	Not exempt						
MPG	miles per gal	Unleaded Recommended)	Not exempt	102	13				
MPG	miles per gal	Unleaded Recommended)	Not exempt	102	13				
MPG	miles per gal	Unleaded Recommended)	Not exempt			101	11		
MPG	miles per gal	Unleaded Required)	Not exempt						
MPG	miles per gal	Unleaded Required)	Not exempt						
MPG	miles per gal	Unleaded Required)	Not exempt						
MPG	miles per gal	Unleaded Recommended)	Not exempt						
MPG	miles per gal	m Unleaded Required)	Not exempt						
MPG	miles per gal	Unleaded Recommended)	Not exempt					85	15
MPG	miles per gal	Unleaded Recommended)	Not exempt					85	15
MPG	miles per gal	Unleaded Recommended)	Not exempt					85	15
MPG	miles per gal	ulfur (15 ppm maximum)	Not exempt					85	15
MPG	miles per gal	Unleaded Recommended)	Not exempt					85	15
MPG	miles per gal	ulfur (15 ppm maximum)	Not exempt					85	15
MPG	miles per gal	Unleaded Recommended)	Not exempt	81	7				
MPG	miles per gal	Unleaded Recommended)	Not exempt	81	7				
MPG	miles per gal	ulfur (15 ppm maximum)	Not exempt	81	7				
MPG	miles per gal	Unleaded Recommended)	Not exempt	81	7				
MPG	miles per gal	ulfur (15 ppm maximum)	Not exempt	81	7				
MPG	miles per gal	Unleaded Recommended)	Not exempt	94	13				
MPG	miles per gal	Unleaded Recommended)	Not exempt	94	13				
MPG	miles per gal	Unleaded Recommended)	Not exempt	94	13				
MPG	miles per gal	Unleaded Recommended)	Not exempt	77	11				
MPG	miles per gal	Unleaded Recommended)	Not exempt					93	16
MPG	miles per gal	Unleaded Recommended)	Not exempt					93	16
MPG	miles per gal	ulfur (15 ppm maximum)	Not exempt					93	16
MPG	miles per gal	ulfur (15 ppm maximum)	Not exempt					93	16
MPG	miles per gal	Unleaded Recommended)	Not exempt					93	16
MPG	miles per gal	Unleaded Recommended)	Not exempt			94	30		

Unleaded Recommended)	MPG	miles per gal	Not exempt	94	30	
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt	94	30	
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt	94	30	
Unleaded Recommended)	MPG	miles per gal	Not exempt			93 16
Unleaded Recommended)	MPG	miles per gal	Not exempt			93 16
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	16	
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	16	
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	16	
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt	94	16	
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	16	
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	16	
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt	94	16	
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	16	
Unleaded Recommended)	MPG	miles per gal	Not exempt	94	16	
Unleaded Recommended)	MPG	miles per gal	Not exempt	102	16	
Unleaded Recommended)	MPG	miles per gal	Not exempt	102	16	
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt	102	16	
ulfur (15 ppm maximum)	MPG	miles per gal	Not exempt	102	16	
Unleaded Recommended)	MPG	miles per gal	Not exempt	102	16	
Unleaded Recommended)	MPG	miles per gal	Truck			
Unleaded Recommended)	MPG	miles per gal	Truck			
ulfur (15 ppm maximum)	MPG	miles per gal	Truck			
Unleaded Recommended)	MPG	miles per gal	Truck			
Unleaded Recommended)	MPG	miles per gal	Truck			

Annual Fu	EPA Calcu	Comment	City2 FE (U	Hwy2 Fue	Comb2 Fu	Low'd City	Low'd Hw	Low'd Cor	City2 Una
2100	2100	corrected fuel unit price, engine configuration number changed to #1 for 1.8L engine code CN							
1550	1550	hwy label value correction, Bio-Diesel Max 5%							
2050	2050	refresh release date, corrected interior volumes, fuel unit price correction, engine configurati							
2200	2200	refreshed release date, interior volume corrected, engine configuration changed to #3 for 220							
2100	2100	carline interior volumes corrected from 2 door to 4 door, engine configuration number chang							
2100	2100								
2300	2300	manuf con	15	22	18				19.5
2200	2200								
2400	2400	eng code c	15	21	17				19
2300	2300	manuf con	15	22	18				19.5
2200	2200								
2050	2050								
2500	2500								
2600	2600								
1950	1950								
2700	2700								
1950	1950								
2600	2600								
2600	2600								
2000	2000								
2600	2600								
2600	2600	FUEL AND GHG RATING CORRECTED TO 5							
3350	3350	5-yr fuel cost corrected							
2400	2400	manuf con	15	21	17				19.2
2500	2500	Corrected CO2 typos, corrected round error for highway rounded adjusted CO2 value							
2500	2500	Eng division correction							
2500	2500		14	19	16				17.4
2700	2700	5yr fuel cost corrected							
2100	2100	Corrected unrounded unadjusted highway and combined CO2 values							
2200	2200	corrected stop/start indicator, zero set for 5-yr fuel saved instead of zero for spending							
2550	2550								
3150	3150	corrected highway CO2 adj value							
3350	3350								
4050	4050								
3550	3550	corrected typo engine code from "CTPD" to "CTPB"							
4050	4050								
3350	3350								
4050	4050								
3550	3550	corrected typo for 570 hp engine code from "CTPD" to "CTPB"							
4050	4050								
3150	3150								
3150	3150								
3150	3150	Relabel, 50/50 weighting of best and worse (D&S) testing							
2200	2200	5yr fuel savings set to zero instead of spending							

2700	2700				
2850	2850				
2700	2700				
2850	2850				
2700	2700				
2850	2850	maximum ethanol corrected			
2850	2850	maximum ethanol corrected			
2850	2850	S/S indicator to yes, back to NO.			
3000	3000				
2200	2200	changed engine configuration number after Verify reassigned numbers on CSI after addition o			
2200	2200	changed engine configuration number after Verify reassigned numbers on CSI after addition o			
3000	3000	release date change to March			
3800	3800	9	15	11	10.5
3350	3350	data substitution corrected to no for eng code CYCA, release date change to March			
3800	3800	9	15	11	10.5
3350	3350	corrected adj city CO2 value, typo			
3350	3350	release date change to March			
3800	3800	9	15	11	10.5
4400	4400				
5700	5700	eng code correction			
4400	4400				
4750	4750				
3550	3550	Release date change			
4400	4400	corrected carline to Veneno Roadster 477			
1900	1900				
1950	1950	corrected combined unrounded unadj value			
2200	2200	corrected combined unadjusted unrounded value type			
1650	1650	Bio-Diesel Max 5% correction			
2200	2200				
1650	1650	Bio-Diesel Max 5% correction			
1950	1950				
2300	2300				
1650	1650	Bio-Diesel Max 5% correction			
2200	2200				
1650	1650	Bio-Diesel Max 5% correction			
2300	2300				
2300	2300				
2850	2850				
2300	2300				
1800	1800				
1750	1750				
1550	1550	hwy label value corrected, Bio-Diesel Max 5%			
1550	1550	relabel with EPA confirmatory tests, Bio-Diesel Max 5%			
2200	2200				
1800	1800				

1800	1800	
1600	1600	
1600	1600	
2050	2050	SMOG corrected to 9 as this is a nationwide Tier 2 BIN 2 and Calif PZEV.....engine code correc
2050	2050	engine code correction to 211 hp code
1750	1750	
1800	1800	fuel consumption and CO2 unadj unrounded corrected, max Ethanol to 15%
2100	2100	5 yr fuel savings corrected
1550	1550	release date change, Bio-Diesel Max 5% correction
2000	2000	
1900	1900	
1550	1550	Bio-Diesel Max 5% correction
2200	2200	
1250	1250	Start/stop indicator corrected to yes
1900	1900	rounded adjusted highway CO2 rounding error corrected
1900	1900	
1650	1650	EPA confirmatory tests numbers for city highway US06 now included, no label value changes,
1600	1600	corrected CO2 values and annual fuel cost corrected, Bio-Diesel Max 5% correction
2500	2500	
2500	2500	max Ethanol set to 15%
2500	2500	
2450	2450	corrected fuel economy rating to 5
3000	3000	
2700	2700	S/S set to yes

Hwy2 Unit	Comb2	CO2	Hwy2	Unrd	Comb2	Unrd	Range2 -	Fuel2 Usa	Fuel2 Usa	Fuel2 Unit	Fuel2 Unit

SB.

on changed to #1 for 1.8L engine code CNSB
hp for 2.0L engine code CNTC.
ed to #3 for 220HP for 2.0L engine code CNTC, GHG rating corrected

30.8	23.356	15.3563	21.9111	17.7451	304	E	Ethanol (E	MPG	miles per g
30	22.7545	15.0024	21.384	17.3296	287	E	Ethanol (E	MPG	miles per g
30.8	23.356	15.3563	21.9111	17.7451	304	E	Ethanol (E	MPG	miles per g
28.8	22.5882	15.1507	20.5603	17.1855	287	E	Ethanol (E	MPG	miles per g
27.1	20.7407	13.7947	19.3602	15.8444	317	E	Ethanol (E	MPG	miles per g

f a model running change, this label includes two engine configuration numbers: #2 for engine code CETA and # 4 f
f a model running change, this label includes two engine configuration numbers: #2 for engine code CETA and # 4 f

20.8	13.5107	8.8115	15.1054	10.8449	262	E	Ethanol (E	MPG miles per g
20.5	13.4531	8.6127	14.7094	10.5874	262	E	Ethanol (E	MPG miles per g
20.5	13.4531	8.6127	14.7094	10.5874	262	E	Ethanol (E	MPG miles per g

ted

EPA reprocessed their confirmatory city and highway tests - corrected unrounded MPG results entered, Bio-Diesel

Alternative Fuel								
Fuel2 Alt	City CO2 I	Hwy CO2	Comb CO	Fuel2 EPA	Descripto	Intake Val	Exhaust V	Carline Cl	Carline Cl
					SIDI;	2	23	Subcompa	
						2	23	Subcompa	
					SIDI;	2	23	Subcompa	
					SIDI;	2	23	Subcompa	
					SIDI;	2	23	Subcompa	
					SIDI;	2	24	Compact C	
2600	400	281	347	2600	SIDI; Unde	2	24	Compact C	
					SIDI;	2	24	Compact C	
2750	410	288	355	2750	SIDI; Unde	2	23	Subcompa	
2600	400	281	347	2600	SIDI; Unde	2	23	Subcompa	
					SIDI;	2	23	Subcompa	
					SIDI;	2	25	Midsize Ca	
					SIDI;	2	25	Midsize Ca	
					SIDI;	2	25	Midsize Ca	
						2	25	Midsize Ca	
					SIDI;	2	25	Midsize Ca	
						2	25	Midsize Ca	
					SIDI;	2	25	Midsize Ca	
					SIDI;	2	25	Midsize Ca	
						2	26	Large Cars	
					SIDI;	2	26	Large Cars	
					SIDI;	2	26	Large Cars	
					SIDI;	2	26	Large Cars	
2750	406	300	358	2750	SIDI; FFV;	2	27	Small Stati	
					SIDI;	2	24	Compact C	
					SIDI;	2	24	Compact C	
2900	450	320	392	2900	SIDI; FFV;	2	231	Small SUV 4WD	
					SIDI;	2	231	Small SUV 4WD	
						2	231	Small SUV 4WD	
					SIDI;	2	231	Small SUV 4WD	
						2	233	Standard SUV 4W	
					SIDI;	2	233	Standard SUV 4W	
					SIDI;	2	21	Two Seate	
					SIDI;	2	21	Two Seate	
					SIDI;	2	21	Two Seate	
					SIDI;	2	21	Two Seate	
					SIDI;	2	21	Two Seate	
					SIDI;	2	21	Two Seate	
					SIDI;	2	21	Two Seate	
					SIDI;	2	21	Two Seate	
					SIDI;	2	23	Subcompa	
					SIDI;	2	23	Subcompa	
					SIDI; Unde	2	25	Midsize Ca	
					SIDI;	2	23	Subcompa	

					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	23	Subcompa
					SIDI;	2	23	Subcompa
					SIDI;	2	23	Subcompa
					SIDI;	2	25	Midsize Ca
					SIDI;	2	25	Midsize Ca
					SIDI;	2	25	Midsize Ca
					SIDI;	2	231	Small SUV 4WD
or engine code CDMA and all TT models.					SIDI;	2	23	Subcompa
or engine code CDMA and all TT models.					SIDI;	2	21	Two Seate
					SIDI;	2	24	Compact C
4250	711	410	576	4250	FFV;	2	24	Compact C
					SIDI;	2	23	Subcompa
4250	726	421	589	4250	FFV;	2	23	Subcompa
					SIDI;	2	21	Two Seate
					SIDI;	2	25	Midsize Ca
4250	726	421	589	4250	FFV;	2	25	Midsize Ca
						1	15	Midsize Ca
						2	21	Two Seate
						2	21	Two Seate
						2	21	Two Seate
					SIDI & PFI;	2	21	Two Seate
						2	21	Two Seate
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
						2	24	Compact C
					SIDI;	2	24	Compact C
						2	24	Compact C
					SIDI;	2	23	Subcompa
					SIDI;	2	23	Subcompa
						2	23	Subcompa
					SIDI;	2	23	Subcompa
						2	23	Subcompa
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	23	Subcompa
					SIDI;	2	24	Compact C
					SIDI;	2	24	Compact C
						2	24	Compact C
					Under EPA	2	24	Compact C
					SIDI;	2	24	Compact C
					SIDI;	2	27	Small Stati

	SIDI;	2	27	Small Stati
		2	27	Small Stati
		2	27	Small Stati
	SIDI;	2	24	Compact C
	SIDI;	2	24	Compact C
	SIDI;	2	24	Compact C
	SIDI;	2	24	Compact C
	SIDI;	2	24	Compact C
		2	24	Compact C
		1	14	Compact C
		1	14	Compact C
		2	24	Compact C
	SIDI;	2	24	Compact C
	SIDI;	2	24	Compact C
	SIDI;	2	25	Midsize Ca
	SIDI;	2	25	Midsize Ca
Max 5% correction		2	25	Midsize Ca
		2	25	Midsize Ca
	SIDI;	2	25	Midsize Ca
	SIDI;	2	230	Small SUV 2WD
	SIDI;	2	231	Small SUV 4WD
		2	233	Standard SUV 4W
	SIDI;	2	233	Standard SUV 4W
	SIDI;	2	233	Standard SUV 4W

SC	Car/Truck	Calc Appr	Sales Release D	EPA FE Label Dataset	Unique La	Label Rec	Relabel	Relabel D
	car	Vehicle Specific 5-cycle	2/25/2014	16011	N	N		
	car	Derived 5-cycle label	7/28/2014	16973	N	N		
	car	Vehicle Specific 5-cycle	6/2/2014	16013	N	N		
	car	Vehicle Specific 5-cycle	6/2/2014	17409	N	N		
	car	Vehicle Specific 5-cycle	1/15/2014	17408	N	N		
	car	Derived 5-cycle label	6/9/2014	15670	N	N		
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined;	car	Derived 5-cycle label	7/25/2014	16780	N	Y	RL	Relabel; la
	car	Vehicle Specific 5-cycle	6/9/2014	15675	N	N		
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined;	car	Derived 5-cycle label	8/22/2014	16989	N	Y	RH	Relabel; la
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined;	car	Derived 5-cycle label	7/25/2014	16782	N	Y	RL	Relabel; la
	car	Vehicle Specific 5-cycle	6/9/2014	15676	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15673	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15674	N	N		
	car	Derived 5-cycle label	6/9/2014	16062	N	N		
	car	Vehicle Specific 5-cycle	6/10/2014	15458	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	16061	N	N		
	car	Vehicle Specific 5-cycle	6/10/2014	15459	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15647	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15385	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15456	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15648	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	15386	N	N		
	car	Vehicle Specific 5-cycle	5/15/2014	16699	N	N		
ons	car	Derived 5-cycle label	6/9/2014	16637	N	N		
	car	Derived 5-cycle label	8/4/2014	16057	N	N		
	car	Vehicle Specific 5-cycle	8/4/2014	15650	N	N		
		Derived 5-cycle label	6/9/2014	16034	N	N		
		Vehicle Specific 5-cycle	6/9/2014	16700	N	N		
		Vehicle Specific 5-cycle	6/10/2014	15460	N	N		
		Vehicle Specific 5-cycle	6/9/2014	16701	N	N		
	D	Vehicle Specific 5-cycle	6/2/2014	15408	N	N		
	D	Derived 5-cycle label	6/9/2014	15711	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15493	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15497	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	17249	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15598	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15492	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15496	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	17248	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15597	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15589	N	N		
	car	Vehicle Specific 5-cycle	6/9/2014	15590	N	N		
el economy label values on. Previous values were XX MPG city, XX MPG highway, and XX MPG combined;	car	Vehicle Specific 5-cycle	7/28/2014	16705	N	Y	RL	Relabel; la
	car	Vehicle Specific 5-cycle	8/4/2014	16702	N	N		

car	Vehicle Specific 5-cycle label	6/9/2014	16064	[redacted]	N	N
car	Vehicle Specific 5-cycle label	6/9/2014	16067	[redacted]	N	N
car	Vehicle Specific 5-cycle label	6/9/2014	16065	[redacted]	N	N
car	Vehicle Specific 5-cycle label	6/9/2014	16068	[redacted]	N	N
car	Vehicle Specific 5-cycle label	6/9/2014	16066	[redacted]	N	N
car	Vehicle Specific 5-cycle label	6/2/2014	15576	[redacted]	N	N
car	Vehicle Specific 5-cycle label	6/2/2014	15575	[redacted]	N	N
car	Vehicle Specific 5-cycle label	5/15/2014	15400	[redacted]	N	N
	Vehicle Specific 5-cycle label	6/9/2014	16059	[redacted]	N	N
car	Vehicle Specific 5-cycle label	1/15/2014	16014	[redacted]	N	N
car	Vehicle Specific 5-cycle label	1/15/2014	16015	[redacted]	N	N
car	Vehicle Specific 5-cycle label	3/28/2014	15558	[redacted]	N	N
car	Vehicle Specific 5-cycle label	5/15/2014	15654	[redacted]	N	N
car	Vehicle Specific 5-cycle label	3/28/2014	15557	[redacted]	N	N
car	Vehicle Specific 5-cycle label	5/15/2014	15661	[redacted]	N	N
car	Vehicle Specific 5-cycle label	11/10/2014	17400	[redacted]	N	N
car	Vehicle Specific 5-cycle label	3/28/2014	15559	[redacted]	N	N
car	Vehicle Specific 5-cycle label	5/15/2014	15659	[redacted]	N	N
car	Vehicle Specific 5-cycle label	5/1/2014	15737	[redacted]	N	N
car	Vehicle Specific 5-cycle label	5/23/2014	15692	[redacted]	N	N
car	Vehicle Specific 5-cycle label	7/14/2014	15678	[redacted]	N	N
car	Vehicle Specific 5-cycle label	7/14/2014	15681	[redacted]	N	N
car	Vehicle Specific 5-cycle label	5/12/2014	15599	[redacted]	N	N
car	Vehicle Specific 5-cycle label	7/4/2014	16523	[redacted]	N	N
car	Derived 5-cycle label	7/28/2014	16085	[redacted]	N	N
car	Derived 5-cycle label	7/28/2014	16169	[redacted]	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16170	[redacted]	N	N
car	Derived 5-cycle label	8/25/2014	16979	[redacted]	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16092	[redacted]	N	N
car	Derived 5-cycle label	8/25/2014	16981	[redacted]	N	N
car	Derived 5-cycle label	7/28/2014	16086	[redacted]	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16088	[redacted]	N	N
car	Derived 5-cycle label	8/25/2014	16978	[redacted]	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16093	[redacted]	N	N
car	Derived 5-cycle label	8/25/2014	16980	[redacted]	N	N
car	Vehicle Specific 5-cycle label	7/14/2014	15689	[redacted]	N	N
car	Vehicle Specific 5-cycle label	7/14/2014	15690	[redacted]	N	N
car	Vehicle Specific 5-cycle label	7/14/2014	15687	[redacted]	N	N
car	Vehicle Specific 5-cycle label	7/14/2014	15602	[redacted]	N	N
car	Derived 5-cycle label	7/28/2014	16492	[redacted]	N	N
car	Derived 5-cycle label	7/28/2014	16198	[redacted]	N	N
car	Derived 5-cycle label	7/28/2014	16974	[redacted]	N	N
nomy label values on Previous values were XX MPG city, XX MPG highway, and XX MPG combined. car	Derived 5-cycle label	8/8/2014	16972	[redacted]	N	RL Relabel - la
car	Vehicle Specific 5-cycle label	12/3/2014	17299	[redacted]	N	N
car	Derived 5-cycle label	3/16/2015	17444	[redacted]	N	N

car	Derived 5-cycle label	3/16/2015	17445	[redacted]	N	N
car	Derived 5-cycle label	3/16/2015	17348	[redacted]	N	N
car	Derived 5-cycle label	3/16/2015	17354	[redacted]	N	N
car	Vehicle Specific 5-cycle label	4/1/2014	16903	[redacted]	N	N
car	Vehicle Specific 5-cycle label	4/1/2014	16904	[redacted]	N	N
car	Derived 5-cycle label	8/25/2014	16429	[redacted]	N	N
car	Derived 5-cycle label	8/25/2014	17017	[redacted]	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16703	[redacted]	N	N
car	Derived 5-cycle label	8/4/2014	16976	[redacted]	N	N
car	Derived 5-cycle label	8/25/2014	16450	[redacted]	N	N
car	Vehicle Specific 5-cycle label	8/25/2014	16222	[redacted]	N	N
car	Derived 5-cycle label	7/28/2014	16977	[redacted]	N	N
car	Vehicle Specific 5-cycle label	7/28/2014	16381	[redacted]	N	N
car	Derived Vehicle Specific 5-cycle	8/26/2014	17131	[redacted]	N	N
car	Derived 5-cycle label	7/14/2014	16393	[redacted]	N	N
car	Derived 5-cycle label	7/14/2014	16273	[redacted]	N	N
car	Derived 5-cycle label	7/14/2014	16982	[redacted]	N	N
car	Derived 5-cycle label	7/28/2014	16983	[redacted]	N	N
car	Vehicle Specific 5-cycle label	5/26/2014	15686	[redacted]	N	N
	Derived 5-cycle label	7/14/2014	17018	[redacted]	N	N
	Derived 5-cycle label	7/14/2014	15611	[redacted]	N	N
D	Vehicle Specific 5-cycle label	9/15/2014	15417	[redacted]	N	N
D	Derived 5-cycle label	8/1/2014	15688	[redacted]	N	N
D	Derived 5-cycle label	9/15/2014	16838	[redacted]	N	N

Suppress	Police/Em	Comment	Cyl Deact	Cyl Deact	Var Valve	Var Valve	Var Valve	Var Valve	Energy St
N	N	1.8L Engin	N		Y	CONTINUC	N		
N	N	Engine Coc	N		N	N			
N	N	1.8L Engin	N		Y	CONTINUC	N		
N	N	2.0L Engin	N		Y	CONTINUC	Y	Audi Valve	
N	N	2.0L Engin	N		Y	CONTINUC	Y	Audi Valve	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
ne decreased	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
ne increased	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
ne decreased	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
N	N	N			Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	Y	Deactivatic	Y	Continuou	Y	Multi-lobe	
N	N	N			N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	Y	Deactivatic	Y	Continuou	Y	Multi-lobe	
N	N	Engine Coc	Y	12 to 6 cyli	Y	Intake and	N		
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Generatior	N		Y	CONTINUC	N		
N	N	Generatior	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	
N	N	N			N	N			
N	N	Engine Coc	N		Y	CONTINUC	Y	AUDI VALV	Battery(s)
N	N	Engine cod	N		N	N			
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	Engine Coc	N		Y	CONTINUC	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	ENGINE CC	N		Y	INLET AND	N		
N	N	Engine Coc	N		Y	Continuou	N		
N	N	Engine Coc	N		Y	Continuou	N		
ne decreased	N	Engine Coc	Y	Deactivatic	Y	Continuou	Y	Multi-lobe	
N	N	Engine Coc	N		Y	CONTINUC	N		

| | | |

N	N	1.8L Engin	N	Y	CONTINUC	N	
N	N	Engine Coc	N	N	N		
N	N	Engine Coc	N	N	N		
N	N	2.0L Engin	N	Y	CONTINUCY	Audi Valve	
N	N	2.0L Engin	N	Y	CONTINUCY	Audi Valve	
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	N	N		
N	N	Engine Coc	N	N	N		
N	N	Engine Coc	N	N	N		
N	N	Engine Coc	N	N	N		
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	N	N	Y	MECANICA	N	Battery(s)
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	Y	MECANICA	N	
N	N	Engine Coc	N	N	N		
N	N	Engine Coc	N	N	N		
N	N	Engine cod	N	Y	Electronic	N	
N	N	N	N	Y	position of	N	
N	N	N	N	Y	position of	N	
N	N	Engine Coc	N	N	N		
N	N	N	N	Y	INTAKE / E	N	
N	N	V6 CYLIND	N	Y	MECANICA	N	Battery(s)

each for Highway label

evice Desc	Energy St	# Batteries	Battery Ty	Battery Ty	Total Volt	Batt Ener	Batt Spec	Batt Char	Comment	# Capacit
a, Beetle, Beetle Conv.										
alves is valve lift is zero (all valves are closed), the fuel injection and ignition for cylinder deactivation is prevented.										
alves is valve lift is zero (all valves are closed), the fuel injection and ignition for cylinder deactivation is prevented.										
tolled and hydraulically adjusted.										
		1	Lithium Ior		266	5.00	37.0	On-Board		
EMENT										
EMENT										
ECHANICAL-HYDRAULIC										
ECHANICAL-HYDRAULIC										
EMENT										
EMENT										
ECHANICAL-HYDRAULIC										
ECHANICAL-HYDRAULIC										
alves is valve lift is zero (all valves are closed), the fuel injection and ignition for cylinder deactivation is prevented.										

valves only
valves only
ECHANICAL-HYDRAULIC
ECHANICAL-HYDRAULIC
ECHANICAL-HYDRAULIC
aust valves on a single camshaft. No change in valve overlaps.
E (4H0 2A) - This configuration is in the Bugatti Veyron and Grand Sport.
CONTINUOUSLY VVT
CONTINUOUSLY VVT
ECHANICAL-HYDRAULIC
CONTINUOUSLY VVT
AMS
AMS
AMS
a, Beetle, Beetle Conv.
AMS
a, Beetle, Beetle Conv.
AMS
AMS
a, Beetle, Beetle Conv.
AMS
a, Beetle, Beetle Conv.
controlled and hydraulically adjusted
controlled and hydraulically adjusted
controlled and hydraulically adjusted
a, Beetle, Beetle Conv.
a, Beetle, Beetle Conv.

a, Beetle, Beetle Conv.
a, Beetle, Beetle Conv.

AMS
AMS
AMS
a, Beetle, Beetle Conv.

a, Beetle, Beetle Conv.
AMS
ND OUTLET CAMS 1 Lithium Ior 220 5.00 27.0 On-Board
AMS
AMS
a, Beetle, Beetle Conv.
a, Beetle, Beetle Conv.

controlled and hydraulically adjusted
controlled and hydraulically adjusted

LICALLY AND CONTROLLED ELECTRONICALLY
AMS 1 NiMH 288 6.00 21.5 On-Board

Regen Bra	Regen Bra	Regen Bra	Driver Cnt	Fuel Cell I	Usable H2	Fuel Cell (	HEV-EV C	# Drive M	Motor Ger
esd above 3									
esd above 3									
Electrical R		Both	Y					1	AC Inducti
esd above 3									

rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km
est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km
est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km
est above 3rd gear or higher, ECT greater than 40C, engine speed 930 to 3500 RPM, vehicle speed greater than 25 km

Electrical R	BRAKE PED	Front Whe	Y	1 Other
Other	BRAKE PED	Both	N	1 Other

Motor Ger	Rated Mot	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Mete	Fuel Cell V	Off Board	Camless V	Oil Viscosi
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
h				GDI	Spark Ignit			N	5W30 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
h				GDI	Spark Ignit			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit	N		N	5W40
				GDI	Spark Ignit	N		N	5W40
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W40 VW
				CRDI	Common R			N	5W30 VW
		40		GDI	Spark Ignit	N	N	N	5W40 VW
				CRDI	Common R			N	5W30 VW
				GDI	Spark Ignit			N	5W40 VW
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	5W/30, VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	10W60 VV
				GDI	Spark Ignit			N	5W30 VW
				GDI	Spark Ignit			N	5W30 VW
h				GDI	Spark Ignit			N	5W30 VW
				GDI	Spark Ignit	N		N	5W40

	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
h	GDI	Spark Ignit	N	5W30 VW
h	GDI	Spark Ignit	N	5W30 VW
h	GDI	Spark Ignit	N	5W30 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit N	N	5W40
	GDI	Spark Ignit N	N	5W40
h	GDI	Spark Ignit	N	5W30 VW
	MFI	Multipoint N	N	5W30 VW
h	GDI	Spark Ignit	N	5W30 VW
	MFI	Multipoint N	N	5W30 VW
h	GDI	Spark Ignit	N	5W30 VW
h	GDI	Spark Ignit	N	5W30 VW
	MFI	Multipoint N	N	5W30 VW
	MFI	Multipoint	N	0W40 / VV
	MFI	Multipoint	N	10W60 VW
	MFI	Multipoint	N	5W30 VW
	MFI	Multipoint	N	5W30 VW
	GDPI	Spark Ignit	N	5W30 VW
	MFI	Multipoint/S	N	5W30 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W-40 VW
	GDI	Spark Ignit	N	5W40 / VV
	GDI	Spark Ignit	N	5W40 VW
	GDI	Spark Ignit	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	CRDI	Common R	N	5W40 VW
	GDI	Spark Ignit N	N	5W40
	GDI	Spark Ignit	N	5W40 VW

		GDI	Spark Ignit			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		MFI	Multipoint			N	5W40 VW
		MFI	Multipoint			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
3 PHASE PI	28	GDI	Spark Ignit	N	N	N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		CRDI	Common R			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		GDI	Spark Ignit			N	5W40 VW
		CRDI	Common R			N	5W30 VW
		GDI	Spark Ignit			N	5W40 VW
3 PHASE CI	34	GDI	Spark Ignit	N	N	N	5W40 VW

Stop/Start	Stop/Start	Trans in FE	Trans as I	Model Typ	Charge De	Charge De	Charge Su	Charge Su	EPA Calcul
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Auto(AV-S	Auto(AV-S						
N	No	Auto(S8)	Auto(S8)						
N	No	Manual(M	Manual(M						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Manual(M	Manual(M						
N	No	Auto(AV-S	Auto(AV-S	Audi A6 C\					
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)	Audi A6 qu					
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	50700 Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	50700 Yes	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S6)	Auto(S6)						
N	No	Auto(S6)	Auto(S6)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
Y	Yes	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)						
N	No	Auto(S8)	Auto(S8)	Audi Q7					
N	No	Auto(AM-S	Auto(AM-S						
N	No	Manual(M	Manual(M						
M	50500 No	Auto(AM-S	Auto(AM-S						
M	50500 No	Manual(M	Manual(M						
N	No	Auto(AM-S	Auto(AM-S						
N	No	Manual(M	Manual(M						
M	50500 No	Auto(AM-S	Auto(AM-S						
M	50500 No	Manual(M	Manual(M						
N	50700 No	Auto(AM-S	Auto(AM-S						
N	50700 No	Auto(AM-S	Auto(AM-S						
N	50700 No	Auto(S8)	Auto(S8)						
N	No	Auto(AM-S	Auto(AM-S						

N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N 50700	No	Auto(AM-S	Auto(AM-S
N 50700	No	Auto(AM-S	Auto(AM-S
N 50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N	No	Auto(AM-S	Auto(AM-S TT Coupe c
N	No	Auto(AM-S	Auto(AM-S TT Coupe c
N 50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N 50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N 50700	No	Auto(S8)	Auto(S8)
N 50700	No	Auto(S8)	Auto(S8)
N	No	Auto(S8)	Auto(S8)
N VW50500	No	Auto(S8)	Auto(S8)
N 50500	No	Auto(AM-S	Auto(AM-S
Y 50700	Yes	Auto(AM-S	Auto(AM-S
Y 50700	Yes	Auto(AM-S	Auto(AM-S
N	No	Auto(AM-S	Auto(AM-S
N 50700	No	Auto(AM-S	Auto(AM-S VENENO
N	No	Auto(S6)	Auto(S6)
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Manual(M	Manual(M
N	No	Auto(S6)	Auto(S6)
N	No	Auto(AM-S	Auto(AM-S
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(S6)	Auto(S6)
N	No	Auto(AM-S	Auto(AM-S
N	No	Auto(S6)	Auto(S6)
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Manual(M	Manual(M
N	No	Auto(AM-S	Auto(AM-S
N	No	Auto(S6)	Auto(S6)

N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Manual(M	Manual(M	
N	No	Auto(S6)	Auto(S6)	
N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Auto(S6)	Auto(S6)	Jetta Base
N	No	Manual(M	Manual(M	
N	No	Manual(M	Manual(M	
N	No	Manual(M	Manual(M	
Y	Yes	Auto(AM-S	Auto(AM-S	
N	No	Auto(S6)	Auto(S6)	
N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Manual(M	Manual(M	
N	No	Auto(AM-S	Auto(AM-S	
N	No	Auto(S6)	Auto(S6)	Tiguan fro
N	No	Auto(S6)	Auto(S6)	
N	No	Auto(S8)	Auto(S8)	
N	No	Auto(S8)	Auto(S8)	
Y	Yes	Auto(S8)	Auto(S8)	Touareg H

EPA Calcu	EPA Calculated Gas G	[redacted]	GHG Ratin	#1 Smog R	#1 Mfr Sm	#1 EPA Sm	SmartWay
34.9		7	7	FVGAV02.(	9		
48.3		8	8	FVGAV02.(	5		
36.2		7	7	FVGAV02.(	9		
34.3		6	6	FVGAV02.(	9		
35.2		7	7	FVGAV02.(	9		
35.4		7	7	FVGAV02.(	5		
32.3		6	6	FVGAJ02.0	5		
33.1		6	6	FVGAV02.(	5		
31.4		6	6	FVGAJ02.0	5		
32.3		6	6	FVGAJ02.0	5		
33.1		6	6	FVGAV02.(	5		
36.9		7	7	FVGAV02.(	5		
30.0		5	5	FVGAV02.(	5		
28.1		5	5	FVGAJ03.0	5		
37.7		7	6	FVGAJ03.0	5		
27.9		5	5	FVGAJ03.0	5		
37.7		7	6	FVGAJ03.0	5		
28.8		5	5	FVGAV03.(	5		
28.0		5	5	FVGAV04.(	5		
36.9		7	6	FVGAJ03.0	5		
28.8		5	5	FVGAV03.(	5		
27.6		5	5	FVGAV04.(	5		
21.1		4	4	FVGAV06.3	5		
31.2		6	6	FVGAJ02.0	5		
30.0		5	5	FVGAV02.(	5		
29.5		5	5	FVGAV02.(	5		
29.6		5	5	FVGAJ02.0	5		
27.2		5	5	FVGAJ03.0	5		
34.3		7	5	FVGAJ03.0	5		
34.0		6	6	FVGAT02.(	5		
28.1		5	4	FVGAT03.(	5		
23.1		4	4	FVGAT03.(	5		
20.7		4	4	FVGAV04.2	5		
17.2		2	2	FVGAV04.2	5		
19.6		3	3	FVGAV05.2	5		
17.0		2	2	FVGAV05.2	5		
20.7		4	4	FVGAV04.2	5		
17.2		2	2	FVGAV04.2	5		
19.6		3	3	FVGAV05.2	5		
17.0		2	2	FVGAV05.2	5		
22.8		4	4	FVGAV04.2	5		
22.6		4	4	FVGAV04.2	5		
22.6		4	4	FVGAV04.(	5		
33.2		6	6	FVGAV02.(	5		

26.9	[redacted]	5	5 FVGAJ03.0	5
23.5		5	5 FVGAJ03.0	5
26.9		5	5 FVGAJ03.0	5
23.5		5	5 FVGAJ03.0	5
26.4		5	5 FVGAJ03.0	5
25.4		5	5 FVGAV04.(	5
25.4		5	5 FVGAV04.(	5
25.0		5	5 FVGAV04.(	5
24.9		4	4 FVGAJ03.0	5
33.3		6	6 FVGAV02.(	5
33.3		6	6 FVGAV02.(	5
23.7		4	4 FVGAV04.(	5
19.5		3	3 FVGAV06.(	5
21.9		4	4 FVGAV04.(	5
18.3		3	3 FVGAV06.(	5
21.2		4	4 FVGAV04.(	5
21.9		4	4 FVGAV04.(	5
18.3		3	3 FVGAV06.(	5
15.9		1	1 FVGAV06.8	5
12.6		1	1 FVGAV08.(	5
16.4		1	1 FVGAV06.5	5
14.6		1	1 FVGAV06.5	5
20.0		3	3 FVGAV05.2	5
15.8		1	1 FVGAV06.	5
37.0		7	7 FVGAV02.(	7
35.9		7	7 FVGAV02.(	7
33.9		6	6 FVGAV02.(	7
46.6		8	7 FVGAV02.(	5
33.1		6	6 FVGAV02.(	7
46.4		8	7 FVGAV02.(	5
35.9		7	7 FVGAV02.(	7
33.3		6	6 FVGAV02.(	7
45.8		8	7 FVGAV02.(	5
33.1		6	6 FVGAV02.(	7
45.3		8	7 FVGAV02.(	5
32.2		6	6 FVGAJ02.0	5
31.4		6	6 FVGAJ02.0	5
24.8		5	5 FVGAV03.(	5
32.4		6	6 FVGAV02.(	5
38.9		7	7 FVGAV02.(	9
39.3		7	7 FVGAV02.(	9
48.3		8	8 FVGAV02.(	5
48.2		8	8 FVGAV02.(	5
32.9		6	6 FVGAV02.(	5
38.6		7	7 FVGAV02.(	9

38.1	[redacted]	7	7	FVGAV02.(9
47.8		8	8	FVGAV02.(5
47.8		8	8	FVGAV02.(5
35.9		7	7	FVGAV02.(9
35.8		7	7	FVGAV02.(9
39.4		7	7	FVGAV02.(7
38.4		7	7	FVGAV02.(7
34.8		7	7	FVGAV02.(7
49.2		8	8	FVGAV02.(5
34.9		6	6	FVGAV02.(5
35.9		7	7	FVGAV02.(5
48.7		8	8	FVGAV02.(5
34.0		6	6	FVGAV02.(7
60.8		10	10	FVGAV01.4 7
37.7		7	7	FVGAV02.(7
37.3		7	7	FVGAV02.(7
46.2		8	7	FVGAV02.(5
46.9		8	7	FVGAV02.(5
28.5		5	5	FVGAV03.(5
29.7		5	5	FVGAJ02.0 5
29.6		5	5	FVGAJ02.0 5
29.6		5	5	FVGAT03.(5
25.0		4	4	FVGAT03.(5
28.2		5	5	FVGAT03.(5

#3 Smog R #3 Mfr Sm #3 EPA Sm SmartWay #4 Smog R #4 Mfr Sm

FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	7
FVGAV02.(	7

FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5
FVGAV02.(	5

[illegible]	You Save$	You Spend$	City CO2 R	Hwy CO2 R	Comb CO2	CO2- Volu	CO2- Volu	CO2-Vol In
	500		379	267	328			
	3250		326	236	285			
	750		362	256	314			
	0		379	280	334			
	500		366	271	323			
	500		374	280	332			
		500	415	295	361			
	0		398	277	343			
		1000	424	303	370			
		500	415	295	361			
	0		398	277	343			
	750		360	272	320			
		1500	452	306	386			
		2000	482	326	412			
	1250		416	267	349			
		2500	493	321	416			
	1250		416	267	349			
		2000	473	303	397			
		2000	484	299	401			
	1000		426	280	360			
		2000	473	303	397			
		2000	492	310	410			
		5750	640	403	534			
		1000	420	317	373			
		1500	451	313	389			
		1500	446	316	387			
		1500	452	322	393			
		2500	496	347	429			
	500		430	328	385			
	0		369	298	337			
		1750	541	369	464			
		4750	570	409	498			
		5750	656	394	538			
		9250	772	439	622			
		6750	686	400	557			
		9250	753	454	618			
		5750	656	394	538			
		9250	772	439	622			
		6750	686	400	557			
		9250	753	454	618			
		4750	562	379	480			
		4750	558	398	486			
		4750	614	355	497			
	0		381	289	340			

	2500	488	321	413
	3250	519	341	439
	2500	488	321	413
	3250	519	341	439
	2500	500	341	428
	3250	531	330	441
	3250	531	330	441
	3250	534	331	442
	4000	528	373	458
0		395	284	345
0		395	284	345
	4000	580	347	475
	8000	710	421	580
	5750	638	370	517
	8000	736	443	604
	5750	663	379	535
	5750	638	370	517
	8000	736	443	604
	11000	840	501	688
	17500	1050	599	847
	11000	836	481	676
	12750	902	547	742
	6750	629	441	544
	11000	831	523	692
1500		357	270	318
1250		372	270	326
0		377	302	343
2750		332	251	295
0		393	292	347
2750		333	251	296
1250		369	274	326
	500	392	314	357
2750		335	256	300
0		393	292	347
2750		344	254	303
	500	402	284	349
	500	428	278	361
	3250	523	351	446
	500	405	292	354
2000		352	247	305
2250		350	240	300
3250		326	236	285
3250		334	227	286
0		383	294	343
2000		348	253	305

2000		358	248	309
3000		326	243	289
3000		332	235	288
750		358	271	319
750		355	258	311
2250		347	238	298
2000		351	239	301
500		379	281	334
3250		324	228	281
1000		395	265	337
1500		357	259	313
3250		332	223	283
0		389	274	338
4750		212	185	200
1500		363	247	311
1500		366	251	314
2750		344	243	298
3000		341	234	293
	1500	449	319	390
	1500	431	344	392
	1500	435	344	394
	1250	517	351	442
	4000	520	391	462
	2500	447	372	413

[illegible]	[illegible]	[illegible]	[illegible]	240V Char	120V Char
309.0	191.0	255.9	378.7	267.1	328.5
247.7	165.1	210.5	325.6	236.3	285.4
289.0	188.0	243.6	362.1	255.5	314.1
305.0	200.0	257.8	378.6	280.1	334.3
294.0	198.0	250.8	366.0	271.0	323.2
292.0	199.0	250.2	373.7	280.2	331.6
327.0	210.0	274.4	415.0	295.0	361.0
321.2	202.4	267.7	398.0	276.6	343.4
335.0	216.0	281.4	424.4	303.1	369.8
327.0	210.0	274.4	415.0	295.0	361.0
321.2	202.4	267.7	398.0	276.6	343.4
282.0	189.0	240.2	360.0	272.0	320.4
358.0	219.0	295.4	452.0	306.0	386.3
383.5	233.0	315.8	481.7	326.0	411.6
331.0	194.0	269.4	415.7	267.3	348.9
385.0	236.0	318.0	492.9	320.9	415.6
331.0	194.0	269.4	415.7	267.3	348.9
376.5	225.0	308.3	473.4	302.9	396.7
391.0	224.0	315.9	483.9	299.0	400.7
339.0	198.0	275.6	425.6	280.1	360.1
376.5	225.0	308.3	473.4	302.9	396.7
396.0	226.0	319.5	492.3	309.7	410.1
515.0	310.0	422.8	640.3	403.3	533.6
331.0	226.0	283.8	419.7	316.6	373.3
357.5	223.0	297.0	451.0	312.5	388.7
357.0	230.0	299.9	445.6	315.7	387.1
358.0	230.0	300.4	451.6	321.9	393.2
390.0	251.0	327.4	496.0	347.0	429.0
348.0	231.0	295.4	430.5	328.5	384.6
380.0	223.0	309.4	369.0	298.0	337.0
446.0	260.0	362.3	541.0	369.0	463.6
458.0	295.0	384.6	569.6	409.5	497.6
540.6	299.8	432.3	656.3	394.3	538.4
651.3	362.7	521.4	771.6	439.1	622.0
577.0	309.4	456.6	685.6	400.2	557.2
646.3	377.5	525.3	753.1	454.0	618.5
540.6	299.8	432.3	656.3	394.3	538.4
651.3	362.7	521.4	771.6	439.1	622.0
577.0	309.4	456.6	685.6	400.2	557.2
646.3	377.5	525.3	753.1	454.0	618.5
466.0	296.0	389.5	562.0	379.0	479.6
463.0	307.0	392.8	558.0	398.0	486.0
499.5	269.5	396.0	613.8	354.8	497.3
311.0	214.0	267.4	381.4	289.2	339.9

396.0	248.0	329.4	488.0	321.0	412.8
443.0	266.0	363.4	519.0	341.0	438.9
396.0	248.0	329.4	488.0	321.0	412.8
443.0	266.0	363.4	519.0	341.0	438.9
401.0	256.0	335.8	500.0	341.0	428.4
427.7	252.5	348.9	530.7	330.5	440.6
427.7	252.5	348.9	530.7	330.5	440.6
444.0	243.0	353.6	534.0	330.6	442.5
427.0	269.0	355.9	528.0	372.7	458.1
312.7	210.3	266.6	395.4	284.3	345.4
312.7	210.3	266.6	395.4	284.3	345.4
462.0	263.0	372.4	580.0	347.0	475.2
576.0	314.0	458.1	709.5	420.8	579.6
511.0	278.0	406.2	638.3	369.6	517.4
617.0	333.0	489.2	736.3	442.9	604.3
542.0	276.0	422.3	663.2	379.2	535.4
511.0	278.0	406.2	638.3	369.6	517.4
617.0	333.0	489.2	736.3	442.9	604.3
690.0	408.0	563.1	840.4	501.0	687.7
885.0	495.0	709.5	1050.0	599.0	847.0
705.0	353.0	546.6	836.0	481.0	676.2
771.0	418.0	612.2	902.0	547.0	742.2
524.0	346.0	443.9	628.6	441.0	544.2
708.0	392.0	565.8	831.0	523.0	692.4
277.9	191.7	239.1	357.0	270.4	318.0
290.3	191.7	245.9	371.7	270.4	326.1
306.6	211.2	263.7	377.1	302.3	343.4
253.0	176.0	218.4	331.8	251.0	295.4
322.0	206.1	269.8	392.7	291.6	347.2
254.0	176.0	218.9	333.0	251.0	296.1
287.7	194.3	245.7	368.6	273.9	326.0
308.8	219.0	268.4	392.5	313.5	357.0
256.0	180.0	221.8	335.4	256.4	299.8
322.0	206.1	269.8	392.7	291.6	347.2
263.0	178.0	224.8	343.6	253.7	303.2
327.7	209.1	274.3	402.3	284.1	349.2
347.4	204.8	283.2	428.4	278.4	360.9
434.0	265.0	358.0	523.0	351.0	445.6
321.0	213.0	272.4	404.7	291.7	353.9
274.0	174.0	229.0	352.4	246.5	304.7
272.0	169.0	225.6	350.1	239.8	300.5
247.7	165.1	210.5	325.6	236.3	285.4
255.0	158.0	211.4	334.2	226.8	285.9
314.0	217.0	270.4	383.0	294.0	343.0
270.0	179.0	229.0	347.7	253.3	305.2

279.0	175.0	232.2	358.3	247.9	308.6
248.0	170.0	212.9	325.9	242.9	288.6
253.0	164.0	213.0	331.8	234.9	288.2
288.0	195.0	246.2	358.0	270.7	318.7
294.0	191.0	247.7	354.6	257.9	311.1
269.6	168.0	223.9	347.2	238.5	298.3
272.8	168.4	225.8	351.0	239.0	300.6
302.4	201.2	256.9	378.6	280.6	334.5
246.0	159.0	206.8	323.6	228.1	280.6
310.0	188.0	255.1	394.9	265.4	336.6
302.0	179.0	246.6	356.6	259.3	312.8
253.0	155.0	208.9	331.8	222.7	282.7
316.2	198.2	263.1	389.2	274.4	337.5
155.0	136.0	146.4	211.9	184.8	199.7
283.0	174.7	234.3	363.0	247.5	311.0
285.3	177.3	236.7	365.8	251.0	314.1
263.0	170.0	221.2	343.6	242.9	298.3
261.0	163.0	217.0	341.3	233.5	292.8
372.0	238.0	311.7	449.0	319.0	390.5
340.8	246.4	298.3	431.3	344.0	392.0
343.9	246.4	300.0	435.0	344.0	394.0
422.0	248.0	343.7	517.0	351.0	442.3
416.0	281.0	355.2	520.1	390.6	461.8
354.0	267.0	314.8	446.9	371.8	413.1

[illegible]	Comb Vol Higher	Final Labe	EPA_FUEL	EPA_GHG	EPA_AMT
N	3.7	3.7			
N	2.8	2.8			
N	3.6	3.6			
N	3.8	3.8			
N	3.7	3.7			
N	3.7	3.7			
N	4.0	4.0			
N	3.8	3.8			
N	4.2	4.2			
N	4.0	4.0			
N	3.8	3.8			
N	3.6	3.6			
N	4.3	4.3			
N	4.5	4.5			
N	3.4	3.4			
N	4.8	4.8			
N	3.4	3.4			
N	4.5	4.5			
N	4.5	4.5			
N	3.6	3.6			
N	4.5	4.5			
N	4.5	4.5			
N	5.9	5.9			
N	4.2	4.2			
N	4.3	4.3			
N	4.3	4.3			
N	4.3	4.3			
N	4.8	4.8			
N	3.7	3.7			
N	3.8	3.8			
N	4.5	4.5			
N	5.6	5.6			
N	5.9	5.9			
N	7.1	7.1			
N	6.2	6.2			
N	7.1	7.1			
N	5.9	5.9			
N	7.1	7.1			
N	6.2	6.2			
N	7.1	7.1			
N	5.6	5.6			
N	5.6	5.6			
N	5.6	5.6			
N	3.8	3.8			

N	4.8	4.8
N	5.0	5.0
N	4.8	4.8
N	5.0	5.0
N	4.8	4.8
N	5.0	5.0
N	5.0	5.0
N	5.0	5.0
N	5.3	5.3
N	3.8	3.8
N	3.8	3.8
N	5.3	5.3
N	6.7	6.7
N	5.9	5.9
N	6.7	6.7
N	5.9	5.9
N	5.9	5.9
N	6.7	6.7
N	7.7	7.7
N	10.0	10.0
N	7.7	7.7
N	8.3	8.3
N	6.2	6.2
N	7.7	7.7
N	3.6	3.6
N	3.7	3.7
N	3.8	3.8
N	2.9	2.9
N	3.8	3.8
N	2.9	2.9
N	3.7	3.7
N	4.0	4.0
N	2.9	2.9
N	3.8	3.8
N	2.9	2.9
N	4.0	4.0
N	4.0	4.0
N	5.0	5.0
N	4.0	4.0
N	3.4	3.4
N	3.3	3.3
N	2.8	2.8
N	2.8	2.8
N	3.8	3.8
N	3.4	3.4

N	3.4	3.4
N	2.9	2.9
N	2.9	2.9
N	3.6	3.6
N	3.6	3.6
N	3.3	3.3
N	3.4	3.4
N	3.7	3.7
N	2.8	2.8
N	3.8	3.8
N	3.6	3.6
N	2.8	2.8
N	3.8	3.8
N	2.2	2.2
N	3.6	3.6
N	3.6	3.6
N	2.9	2.9
N	2.9	2.9
N	4.3	4.3
N	4.3	4.3
N	4.3	4.3
N	4.3	4.3
N	5.3	5.3
N	4.8	4.8

EPA_UNR	EPA_UNR	EPA_UNR	EPA_ADJ_	EPA_PHEV	Label Subr	GHG 1-10	rating on Ethanol (EPA Deter
					Mr Richard E Thomas Jr		
					Mr Richard E Thomas Jr		
					Mr Richard E Thomas Jr		
					Mr Richard E Thomas Jr		
					Mr Richard E Thomas Jr		
					Mr Richard E Thomas Jr		
					Mr Richarc	6	
					Mr Richard E Thomas Jr		
					Mr Richarc	6	
					Mr Richarc	6	
					Mr Richard E Thomas Jr		
					Mr Richard E Thomas Jr		
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					Mr Richard E Thomas Jr		
					Mr Richard E Thomas Jr		
					Mr Richarc	6	
					Mr Richard E Thomas Jr		
					Mr Richard E Thomas Jr		
					Mr Richarc	5	
					Mr Richard E Thomas Jr		
					Mr Richard E Thomas Jr		
					Mr Richard E Thomas Jr		
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Mr Richard E Thomas Jr
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Mr Richard E Thomas Jr
Mr Richard E Thomas Jr
Mr Richard E Thomas Jr

mined)

To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Fri 12/19/2014 11:40:29 AM
Subject: RE: 2015 FE Guide – Errors in Verify as of November 20, 2014

Thank you Dave. Yes, it is good on the web site.

Today is our last working day of the year, so I wanted to thank you now for all the support and assistance I get from you all year long. I wish you and your family a Happy Holiday and Happy New Year.

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

From: Good, David [mailto:good.david@epa.gov]
Sent: Thursday, December 18, 2014 4:48 PM
To: Thomas, Richard (EEO)
Cc: Snyder, Jim; Rodgers, William (EEO); Allen, Gregory (EEO)
Subject: RE: 2015 FE Guide – Errors in Verify as of November 20, 2014

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Sent: Wednesday, December 03, 2014 11:34 AM
To: Good, David
Cc: Snyder, Jim; Rodgers, William (EEO); Allen, Gregory (EEO)
Subject: RE: 2015 FE Guide – Errors in Verify as of November 20, 2014

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Sent: Tuesday, December 02, 2014 3:21 PM
To: Thomas, Richard (EEO)

Cc: Snyder, Jim; Rodgers, William (EEO); Allen, Gregory (EEO)
Subject: RE: 2015 FE Guide – Errors in Verify as of November 20, 2014

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From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Wednesday, November 26, 2014 10:00 AM
To: Good, David
Cc: Snyder, Jim; Rodgers, William (EEO); Allen, Gregory (EEO)
Subject: RE: 2015 FE Guide – Errors in Verify as of November 20, 2014

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Golf	1.8L	085 & 103
Golf SportWagen	1.8L	not labeled yet
A3 quattro	2.0L	004
A3 Cabriolet quattro	2.0L	005
GTI	2.0L	001 & 008

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Sent: Thursday, November 20, 2014 4:13 PM
To: Thomas, Richard (EEO)
Cc: Snyder, Jim
Subject: re: 2015 FE Guide – Errors in Verify as of November 20, 2014

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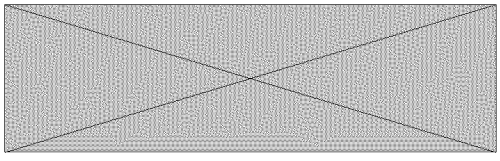
Dave

To: Bunker, Byron[bunker.byron@epa.gov]
From: Automotive News
Sent: Fri 12/19/2014 1:47:33 PM
Subject: A.M. NEWSCAST: Sinking ruble 'bloodbath for everybody,' Ghosn says | Phone-free Android? | U.S. exiting Ally | Caddy's video mirror | VW profit push | Bigger car loans | Honda honors heritage

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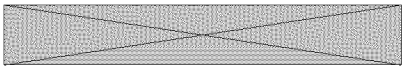
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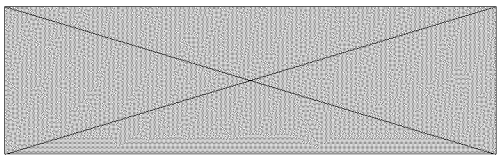
Automotive News is located at **1155 Gratiot Ave., Detroit, Michigan, 48207**

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Fri 12/19/2014 1:48:17 PM
Subject: A.M. NEWSCAST: Sinking ruble 'bloodbath for everybody,' Ghosn says | Phone-free Android? | U.S. exiting Ally | Caddy's video mirror | VW profit push | Bigger car loans | Honda honors heritage

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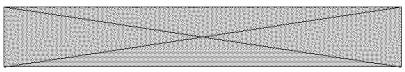
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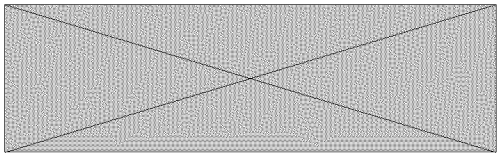
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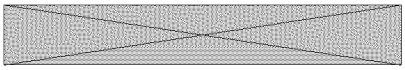
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To: Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Good, David
Sent: Fri 12/19/2014 3:07:07 PM
Subject: RE: 2015 FE Guide – Errors in Verify as of November 20, 2014

Richard,

Enjoy your time off.

Merry Christmas, etc.

Dave

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To: Good, David
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Survey Research Report
Consumer Reports® National Research Center

2014 Automotive Fuel Economy Recontact Survey Report

Project Leader – Simon Slater
Manager – Donato Vaccaro
December 17, 2014

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Leonora Wiener
Survey Department

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Introduction

At the request of Consumers Union, the Consumer Reports National Research Center (CRNRC) conducted a recontact survey on automotive fuel economy with our subscribers. From November 3rd to November 14th 2014, the survey was emailed to nearly 191,000 CRO subscribers who participated in the 2014 version of the Annual Auto Survey. On that initial survey, all recontacts indicated that they owned a 2011 to 2015 model year car and rated their level of satisfaction with their car's fuel economy.

The primary goal of this recontact survey was to see how close the fuel economy drivers say they're getting from their cars match the mpg estimates posted on *FuelEconomy.gov*, the U.S. Department of Energy's and Environmental Protection Agency's joint website. In addition, the survey was designed to measure:

a. How and how often drivers monitor their car's fuel economy;
b. Drivers' ratios of city to highway driving;
c. The importance drivers place on fuel economy when deciding on which car to purchase; and
d. The extent to which drivers trust the mpg values posted on automotive window stickers.

Almost 80,500 subscribers participated in the survey, for an overall response rate of 42%. This exceptionally good rate is consistent with previous auto recontact surveys conducted by the CRNRC. Furthermore, 95% of all respondents still owned the car they reported on in the Annual Auto Survey.

Highlights

- Seventy-eight percent of drivers periodically monitor the fuel economy they're getting from their car and 13% have checked it once or twice. While 30% of those who check their car's mpg keep a log of the number of miles they're getting per tank of gas, most simply glance at the in-dash display.

- Drivers of non-electric cars report getting 27 mpg on average (median = 25 mpg). Fifty-seven percent say their car gets between 20 and 29 mpg.

- *Volkswagen's TDI* (turbocharged direct injection) models top our table of non-electric/non-hybrid cars that get better than average fuel economy. Almost all drivers who own one of these turbo diesels report getting at least 30 mpg, on average, and around 90% say they're getting 35 mpg or more, respectively.

- Car models to avoid for those concerned about fuel economy include the *Ford Expedition*, *Toyota Tundra (V8)*, *Chevrolet Suburban*, *Ford F-250/F-350* and *Ford F150 (V8) 4WD*. More likely than not, drivers report that these models are averaging 17 mpg or less.

- Around 90% of car buyers look at the mpg values posted on an automaker's window sticker before purchasing a car. And when it comes to interpreting these values, a majority of drivers think the city mpg value is a reflection of driving on city streets with stop lights, crosswalks and heavy traffic. As for the highway mpg value, drivers' interpretations are more mixed. Forty percent view it as a reflection

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of driving at an average speed of 55 mph and 25% see it as a calculation made at speeds between 60 and 70 mph.

- When it comes to the number of city vs. highway miles drivers put on their car, 44% (median value) of driving is done on city roads or in heavy traffic. Just 29% (median value) of driving is done at speeds over 65 mph, which can be taken as a proxy measure for highway driving. Such figures leave quite a bit of driving unaccounted for. Additional findings suggest, however, that a good number of drivers (40%) view the highway mpg value listed on window stickers as a reflection of driving at an average speed of 55 mph. This may indicate that much of the proportion of driving left to be accounted for is in fact highway driving at speeds between 55 and 65 mph.

- Forty percent of drivers expect that the mpg values on an automakers' window sticker will come within 2 mpg of the fuel economy they actually get when driving their car. And drivers are indeed overwhelmingly likely to report that the fuel economy their car gets is well in-line with the mpg value displayed on the window sticker, when they purchased their car. *Tesla*, *Porsche* and *Mercedes-Benz* owners are almost unanimous in their acknowledgement that the window sticker estimate meets the mpg they're actually getting. *Hyundai* and *Kia* owners are the least likely to feel this way. Though most still say their expectations are met.

- When there are discrepancies between the mpg drivers get and window sticker mpg estimates, drivers are most likely to point to fast or aggressive driving and traffic/congestion as the culprits for these differences.

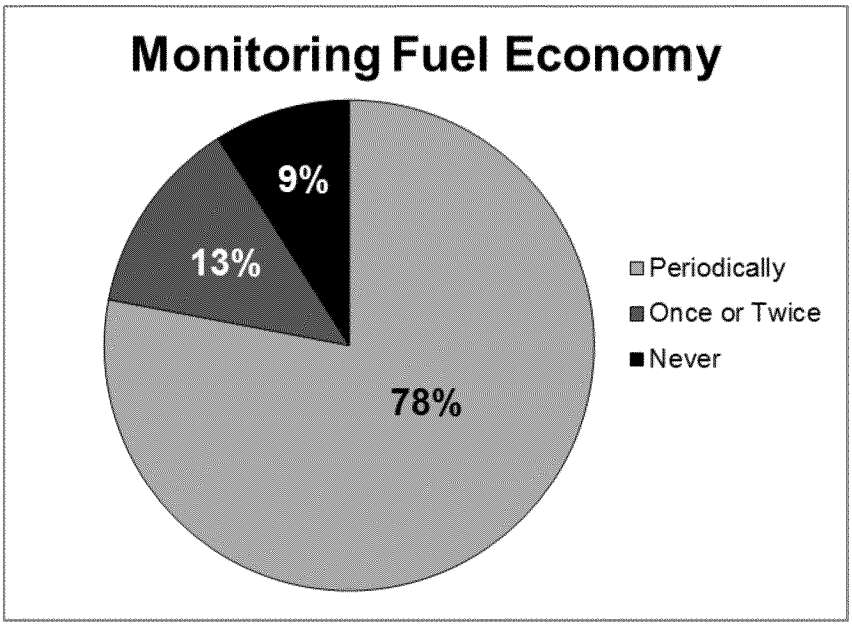
- Fifty-six percent of drivers make fuel economy comparisons among different vehicles prior to buying their car, and almost half (46%) considered fuel economy to be a very or extremely important factor in their eventual purchase decision. An additional 43% regarded it as moderately important.

- When shopping for a car, drivers who keep a mpg log are more likely than those who only monitor their car's mpg via the in-dash display to place a great importance on fuel economy (53% vs. 44%) and make fuel economy comparisons among different cars they're considering (65% vs. 55%).

- *Tesla* followed by *Volkswagen* owners top the list when it comes to the importance they place on fuel economy when buying a car; at least two-thirds of each did. At the other end of the spectrum, *Porsche*, *Infiniti* and *Cadillac* owners, are by far the least likely drivers to consider fuel economy when buying a car; less than 15% of each did. In general, however, those who buy mid-range Japanese brands (e.g., *Toyota*, *Mazda*, and *Honda*) seem to place the greatest level of importance on fuel economy when choosing a car.

- With gas prices dropping nationally (to the point where the price per gallon of regular unleaded is currently hovering around or below $3 per gallon), one may expect fuel economy to be less important to drivers if they were to consider buying a car today. However, the proportion of drivers who say it would be an especially important factor in their purchase decision has instead ticked up from the time they purchased their car during the past 4 years, from 46% to 51%.

More than three-quarters of drivers periodically monitor the fuel economy they're getting from their car. An additional 13% have at least checked it once or twice since purchasing their car. This means that less than 10% never check their car's mpg.

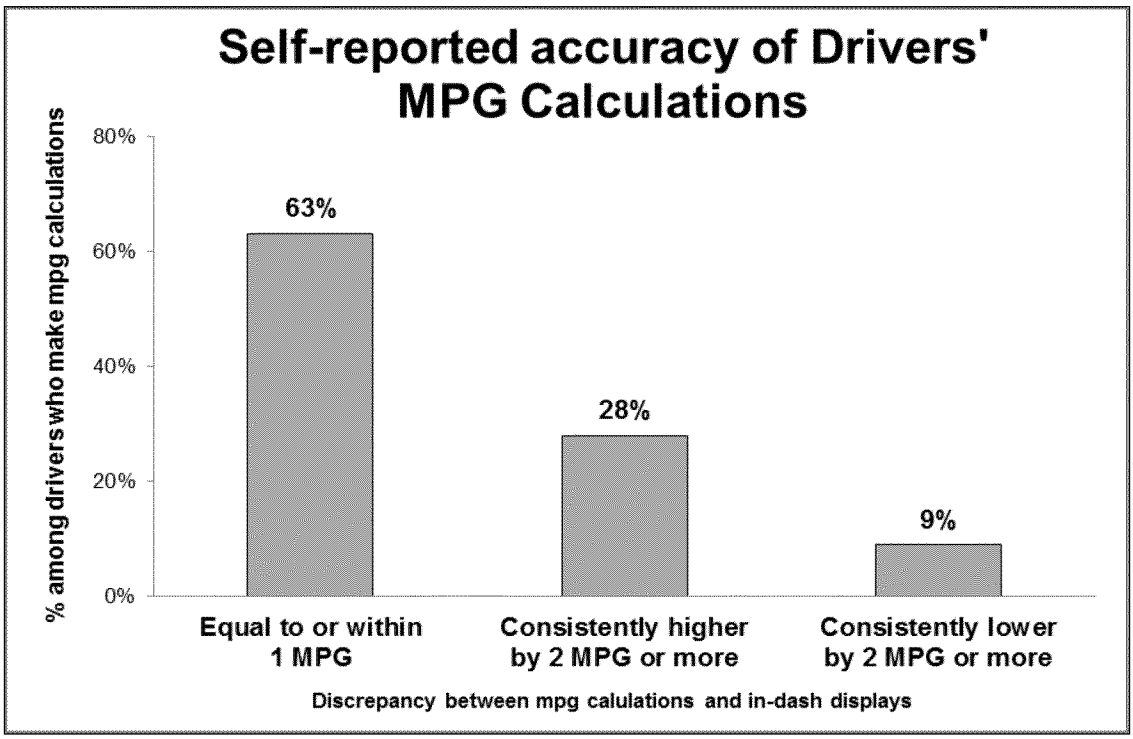


Thirty percent of drivers go the "extra mile" to make an accurate mpg estimate, by keeping a log of the number of miles their car gets per tank of gas. And although less common, 15% report estimating their car's mpg based on how often it needs to be refueled; a practice that becomes less and less common as people age (24% of 18 to 29 year old drivers vs. 12% of drivers 65 years of age and older). Coincidentally, many of those who report doing "something else" to monitor their car's fuel economy indicate devising calculations based on how far they believe they've travelled before having to fill up at a gas station. Nonetheless, most drivers check the mpg they're getting by simply glancing at their car's in-dash display.

Methods for Monitoring Fuel Economy	
Method	**% of Car Owners**
Look at the in-dash display	76%
Keep a log of the number of miles a car gets per tank of gas	30%
Make estimates based on how often car needs to be refueled	15%
Other	11%

Speaking of taking matters into their own hands, over 40% of drivers even go so far as to estimate the fuel economy their car gets by comparing the mpg value on the in-dash display to an mpg estimate they calculate based on the number of miles driven and the number of gallons of fuel purchased over the same distance. Based on their self-reports, most drivers who make these calculations are fairly confident in their estimates and feel they're equal to or within 1 mpg of their car's in-dash display.

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Based on their best estimates, the average fuel economy reported among all drivers for the non-electric car models included in our survey is 27 mpg (median = 25 mpg). More than half (57%) say their car gets anywhere from 20 to 29 mpg. And this average cuts across age and regional differences.

If, however, you're the type of car buyer that likes to do better than average on fuel economy, and you're not in the market for an electric or hybrid vehicle, you should definitely consider splurging on one of *Volkswagen's* TDI (turbocharged direct injection) models. Almost all drivers who own one of these turbo diesels (or "clean diesels" as they're referred to by *Volkswagen*) report getting at least 30 mpg, on average, and around 90% say they're getting 35 mpg or more. Non-turbo diesels that are especially likely to register an average of 30 mpg or more include the *Mazda3 (SKYACTIV 2.0L)*, *Ford Focus Hatchback* (except *ST*) and *Honda Fit*. Other car models that stand out in this regard are listed in the first table on the following page.[1]

By the same token, the "fuel economy conscious driver" will also most likely want to take a pass on the models listed in the second table on the next page. Around 9 in 10 owners of each of these particular cars average less than 20 mpg. In fact, a majority of each of these models get 17 mpg or less, on average.

Car Models Averaging 30 MPG or More	
Model	**% of Drivers averaging 30 MPG or more**
Volkswagen Golf TDI	99%
Volkswagen Jetta Sedan TDI	99%
Volkswagen Jetta Wagon TDI	98%
Volkswagen Passat TDI	98%
Mazda3 (SKYACTIV 2.0L)	86%
Ford Focus Hatchback (not ST)	78%
Honda Fit	77%

e are

Car Models Averaging Under 20 MPG	
Model	**% of Drivers averaging under 20 MPG**
Ford Expedition	98%
Toyota Tundra (V8)	98%
Chevrolet Suburban	97%
Ford F250/F350	96%
Ford F150 (V8) 4WD	95%
Chevrolet Tahoe	91%
Ford F150 (V6) Turbo	90%
Ram 1500 (V8)	90%

Among the relatively few drivers who've never monitored their car's fuel economy, more than half (54%) simply haven't thought about it since they purchased their car. Around 1 in 10 trust the mpg value displayed on the window sticker when they bought their car and/or feel that keeping track of their car's fuel economy takes too much effort, respectively. And some of the more common responses of the 26% who listed another reason for not monitoring their car's fuel economy include…

- Not caring about fuel economy;
- The car being driven more by another family member;
- The low mileage of the car; and
- Purchasing a car for reasons other than fuel economy.

The Accuracy of Automotive Window Stickers

Nine in 10 car buyers look at the automaker's window sticker before purchasing a car. Only 7% report not even noticing the window sticker while car shopping.

With so many car buyers taking the time to peruse window sticker fuel economy estimates prior to making a purchase, it is interesting to get an understanding of how they're interpreting these values. When it comes to city mpg, a majority of car buyers, regardless of demographics, think this value reflects driving on city streets with stop lights, crosswalks and heavy traffic. (See table on top of the next page.) An additional quarter views it as small town or suburban driving. However, it is quite possible that they view these values as such, specifically because they live in the suburbs or small towns.

As for highway mpg numbers, drivers' interpretations are more mixed. While a plurality (40%) views these estimates as reflections of driving at an average speed of 55 mph, there are regional differences when it comes to favoring this explanation. More specifically, drivers from the Northeast are more likely to adhere to this interpretation than are drivers from other regions of the country (47% vs. 40% of Southern drivers vs. 39% of Midwestern drivers vs. 36% of drivers in the Western states). Conversely, drivers from the Western and Midwestern states are slightly more likely than Northeastern drivers to view the highway mpg number as a reflection of steady driving at speeds between 60 and 70 mph (28% vs. 27% vs. 21%). Overall, this is a belief held by a quarter of drivers and is followed by 14% who view it as a mix of stop and go driving with speeds occasionally reaching 55 mph or more.

Drivers' Interpretations of Window Stickers' City MPG Numbers	
Interpretation	**% of Drivers**
Driving on city streets with stop lights, crosswalk and heavy traffic through short blocks	53%
Small town or suburban road driving through widely-spaced controlled intersections	27%

Drivers' Interpretations of Window Stickers' Highway MPG Numbers	
Interpretation	**% of Drivers**
Driving at an average speed of 55 mph	40%
Steady driving at speeds between 60 and 70 mph	25%
A mix of stop and go driving with speeds occasionally	14%

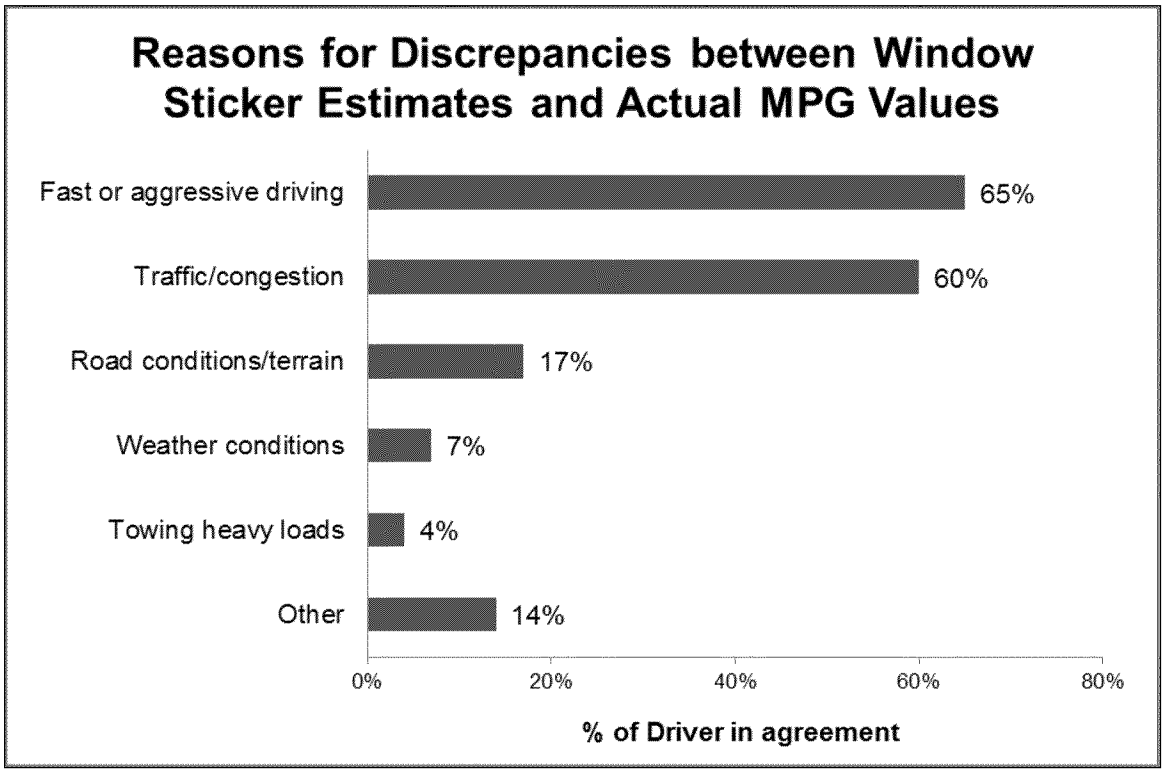
Drivers who take the time to look at the automaker's window sticker when they buy their car are overwhelmingly likely to report that the mpg their car gets is well in-line with the value displayed on that sticker. More than 80% say that their expectations have been met, while just 16% say they haven't. Once again, these proportions hold steady regardless of a driver's age and region of residence. And this is quite impressive, as additional findings show that 40% of drivers expect that window sticker estimates will come within 2 mpg of the fuel economy they actually get when driving their car.

Owners of some luxury brands who take the time to review these sticker values, including *Tesla*, *Porsche* and *Mercedes-Benz* are almost unanimous in their acknowledgement that the estimate meets the mpg they're actually getting from their car. On the other end of the spectrum, owners of the two big Korean brands, *Hyundai* and *Kia*, are the least likely to have their expectations met. Although two-thirds is still a "good rate," it is the lowest in our survey.

Expectations of MPG Values based On Window Sticker Estimates			
Make	**% of Owners whose MPG Expectation was Met**	**Make**	**% of Owners whose MPG Expectation was Met**
Tesla	98%	Mazda	86%
Porsche	97%	Toyota	86%
Mercedes-Benz	93%	Lexus	85%
Volkswagen	93%	Scion	85%
Audi	91%	Ram	84%
Mini	90%	Cadillac	83%
BMW	89%	Nissan	82%
Chrysler	89%	Buick	81%
Fiat	89%	Chevrolet	81%
Mitsubishi	88%	Infiniti	80%
Volvo	88%	Ford	78%
Acura	87%	Lincoln	78%
Dodge	87%	GMC	75%
Subaru	87%	Hyundai	68%
Honda	86%	Kia	68%
Jeep	86%	All makes	84%

VW FOIA, EPA 06/20/2017 2017-FFP_017233

If there are discrepancies between actual and estimated fuel economy values, drivers are most likely to point to fast or aggressive driving and traffic/congestion as the culprits for these differences. Additional results show that the younger the driver, the more likely they are to fault these two particular factors. (See tabulations listed in Appendix B for the exact percentages by age group.)



Some of the more prevalent themes mentioned by drivers who wrote in other reasons to explain this discrepancy focus on the following:

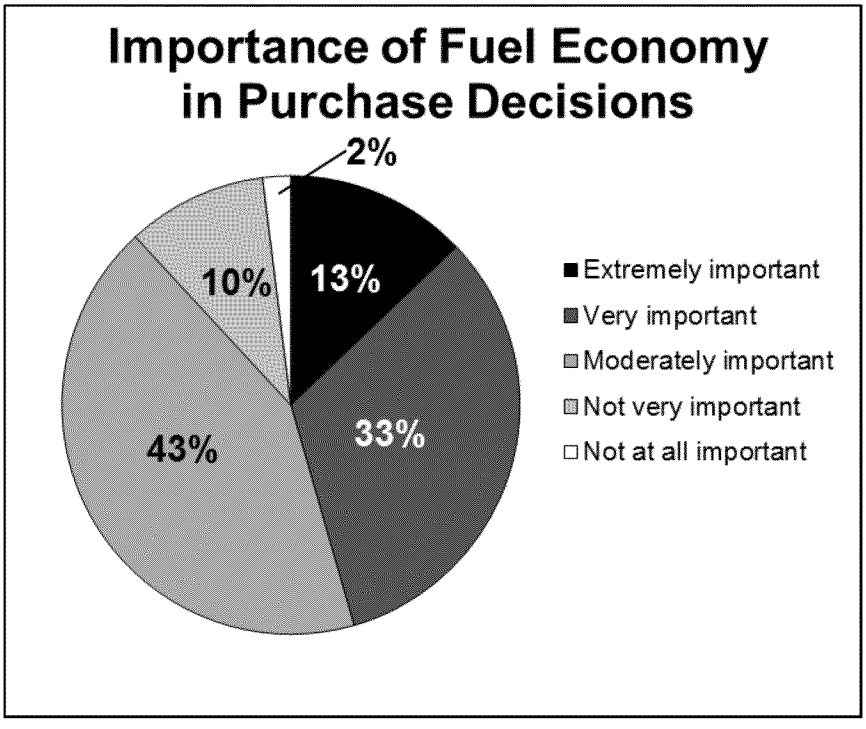
- Automaker exaggerations based on best case scenarios;
- Automaker deception;
- Overuse of a car's air conditioning;
- Idiosyncratic driving habits;
- Faulty EPA (Environmental Protection Agency) testing methodology; and
- Misinterpretation or misunderstanding of city vs. highway mpg.

The Survey and Statistics Departments, at the request of Consumers Union, will be working together over the coming months to gauge how well our subscriber-reported mpg values match up with official and unofficial mpg estimates from *FuelEconomy.gov* for various car models.

VW FOIA, EPA 06/20/2017 2017-FFP_017234

Fuel Economy Comparisons

Fifty-six percent of drivers made fuel economy comparisons among different vehicles prior to buying their current car, and almost half (46%) considered fuel economy to be a very or extremely important factor in their eventual purchase decision. An additional 43% regarded it as moderately important. It is, however, at least a very important factor for a majority of drivers under the age of 30 (55% vs. less than 50% for all other age groups). Furthermore, with the exception of drivers 65 years of age and older, more than 60% of drivers in all other age groups make fuel economy comparisons among different cars before settling on a particular model. Only half of those 65-plus do so. Coincidentally, 27% of car buyers have their "heart's set" on one particular car model before buying it and won't consider any others.



Tesla owners top the list when it comes to the importance they place on fuel economy when buying a car. (See table on the next page.) This is perhaps why they choose to buy the "trendy green" electric brand over other high price makes in the first place. Among luxury car brand owners, however, they are certainly an exception to the rule. *Porsche*, *Infiniti* and *Cadillac* owners, in particular, are especially unlikely to put much consideration into fuel economy when buying a car.

VW FOIA, EPA 06/20/2017 2017-FFP_017235

Importance of Fuel Economy in Automotive Purchase Decisions			
Make	**% of Owners who consider MPG to be highly important**	**Make**	**% of Owners who consider MPG to be highly important**
Tesla	72%	Lexus	32%
Volkswagen	66%	Acura	29%
Toyota	56%	Audi	29%
Mazda	55%	GMC	28%
Mitsubishi	55%	Chrysler	27%
Honda	52%	Dodge	26%
Hyundai	52%	Buick	25%
Subaru	50%	BMW	24%
Kia	47%	Ram	23%
Fiat	45%	Jeep	21%
Scion	45%	Mercedes-Benz	20%
Ford	43%	Volvo	19%
Nissan	43%	Cadillac	14%
Chevrolet	39%	Infiniti	12%
Mini	39%	Porsche	11%
Lincoln	37%	All makes	46%

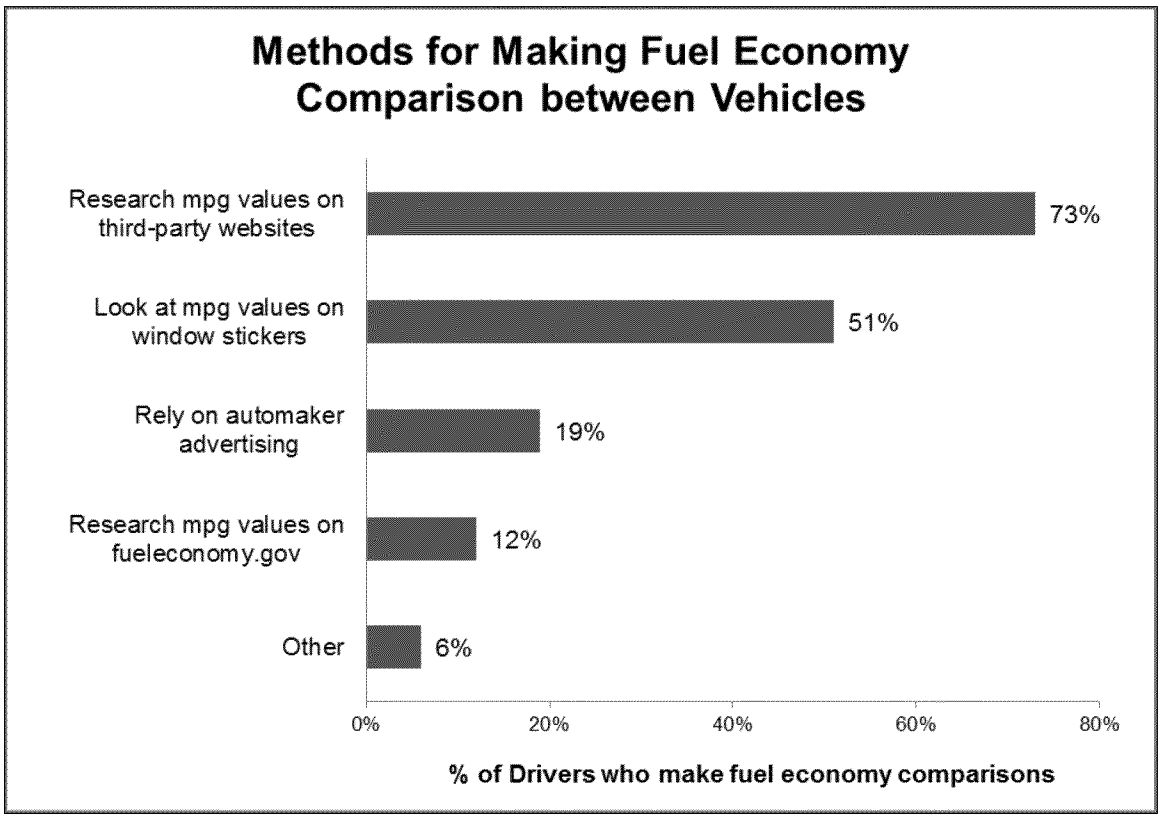
This isn't to say that all car buyers of more upscale brands eschew fuel economy as an important purchase consideration. In fact, *Volkswagen* owners appear to be highly-considerate about their car's fuel economy. In general, however, those who buy mid-range Japanese brands (e.g., *Toyota*, *Mazda*, and *Honda*) seem to place the greatest level of importance on fuel economy when choosing a car.

Perhaps because the respondents to this survey are Consumer Reports subscribers, when it comes to actually comparing the mpg estimates of the cars people are considering buying, most drivers who do it (73%) look to third-party websites such as *Consumer Reports*, *Kelly Blue Book* and *Edmunds* for their research. (See chart on the next page.) Half also seem to like to have the cars right in from of them and, therefore, head down to dealerships to make head-to-head comparisons of the mpg values listed on window stickers. And though not as commonly relied upon, around 20% are willing to base their comparisons on an automaker's or dealership's advertising.

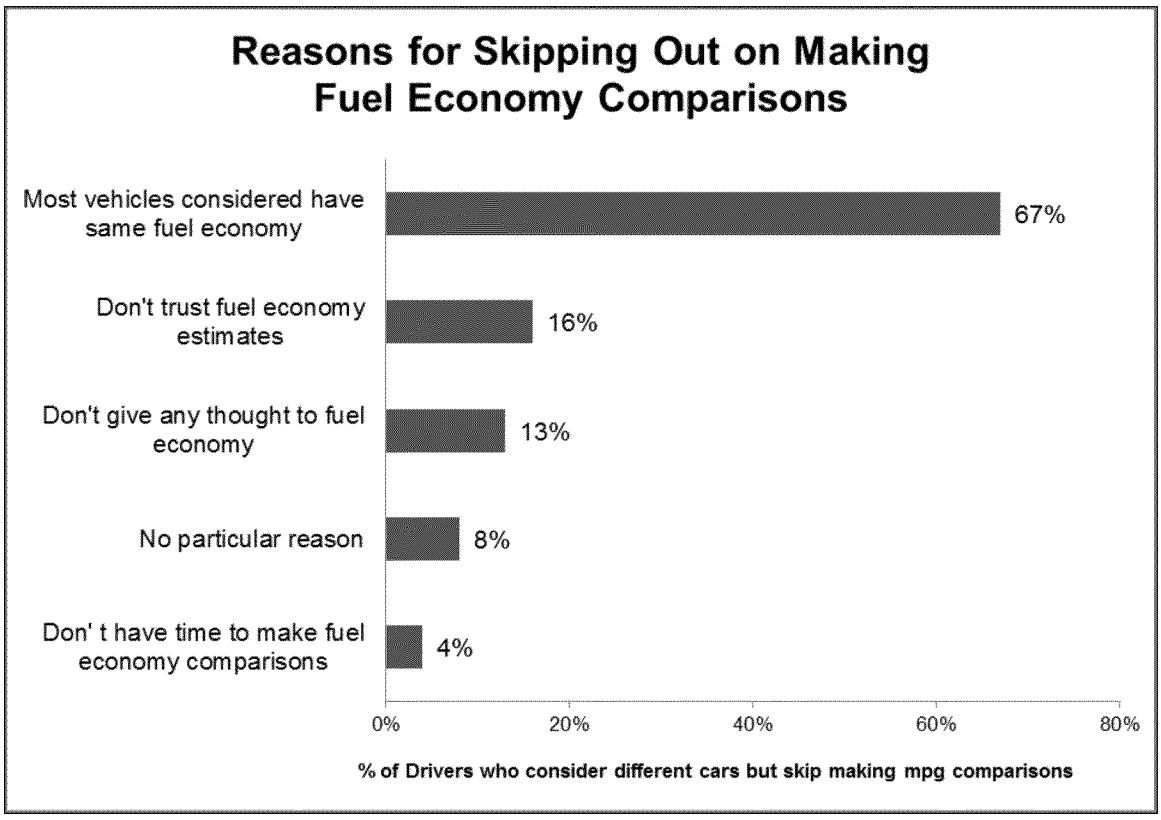
Unfortunately, drivers are still more likely to rely on these potentially biased commercials for fuel economy estimates than they are on the website specifically designed to keep track of such estimates, namely *FuelEconomy.gov*. However, there actually might not be a tremendous difference between the mpg values highlighted in automakers' advertisements and those posted on *FuelEconomy.gov*. In fact, according to their own "How Vehicles Are Tested" page, the EPA makes it clear that they only confirm about 10 to 15% of the fuel economy measurements sent to them by automakers through their own tests in their own laboratories.[2]

[2] http://www.fueleconomy.gov/feg/how_tested.shtml

VW FOIA, EPA 06/20/2017 2017-FFP_017236



Two-thirds of those who don't take the time to make fuel economy comparisons among the cars they'd consider buying, figure that most of the cars they're pondering over get the same mpg anyway. (See chart on the next page.) Moreover, based on drivers' comments regarding automaker exaggerations and deceptions as ways to explain the discrepancies that exist between actual and posted mpg values, it shouldn't come as much of a shock that 16% of drivers who don't make fuel economy comparisons, don't do it because they don't trust mpg estimates. And just over 20% of these drivers either don't give any thought to fuel economy when purchasing a car or have no particular reason for not considering it.

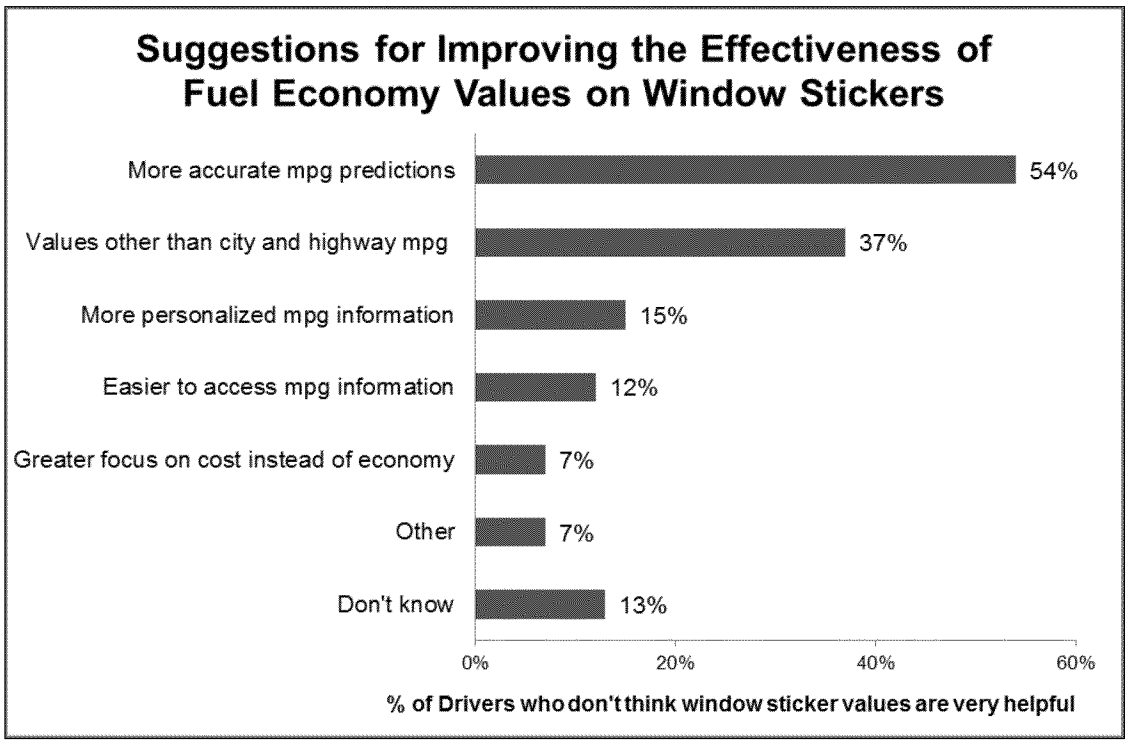


Truth be told, even though half of the drivers who make fuel economy comparisons between different cars they're considering rely on window sticker mpg values to make these comparisons, only about a third of them find these stickers especially helpful in this endeavor. In general, less than a quarter (23%) of all drivers views these stickers as very helpful.

Among drivers who don't think these stickers are especially helpful when making fuel economy comparisons between different cars…

- More than half (54%) would just like to see more accurate mpg predictions;
- Over a third (37%) thinks it would be useful to see values for types of driving other than city and highway; and
- Fifteen percent want access to more personalized mpg information. (See chart on the next page for percentages associated with other suggestions.)

With regard to posting values other than city and highway mpg, this suggestion is more likely to be supported by drivers between the ages of 18 and 44 than it is among drivers 45 and older (42% vs. 36%).

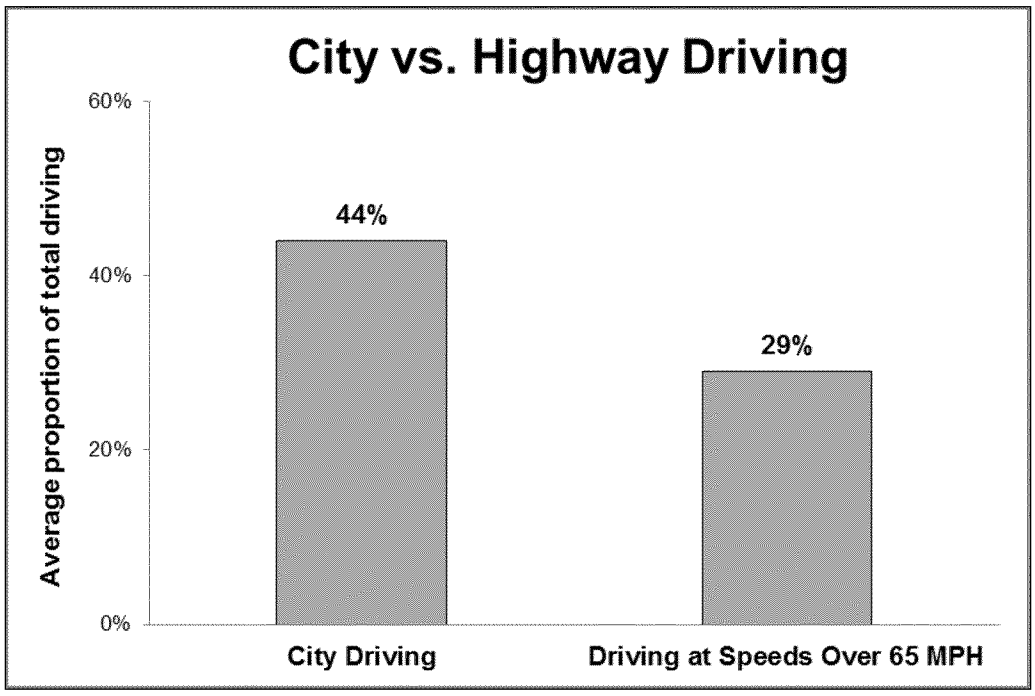


The following are some of the more frequent commentaries for improving window sticker mpg values among drivers who reported other suggestions not listed in the survey. These drivers would like automakers to provide estimates based on…

- Real world driving experiences;
- Independent third-party driving tests;
- Varying weather conditions, terrains and elevations;
- Different speeds; and
- A range of potential values instead of specific values.

City vs. Highway Driving

Speaking of different types of driving, our survey shows that, on average, 44% (median value) of driving is done on city roads or in heavy traffic. Just 29% (median value) of driving is done at speeds over 65 mph, which can be taken as a proxy measure for highway driving. (See chart on the next page.) Such figures leave quite a bit of driving unaccounted for. Yet, our finding that a plurality (40%) of drivers view the mpg values listed on window stickers as a reflection of driving at an average speed of 55 mph, suggests that much of the proportion of driving left to be accounted for may in fact be highway driving at speeds between 55 and 65 mph.



These proportions hold fairly steady across age categories, and when it comes to "highway driving" there aren't any regional differences either. There is, however, a substantial difference in the proportion of "city driving" between drivers in the Northeast and those in the Western states. Perhaps do in large part to all of the California cities, Western drivers are in fact the only group who do a majority of their driving on city roads or in heavy traffic, on average (median = 51%). By comparison, in the Northeast, the median amount of city driving is only 30%. This is by far the lowest proportion of all four regions in the United States. In the South the median proportion is 46% and in the Midwest it's 43%.

The Impact of Gas Prices on the Importance of Fuel Economy

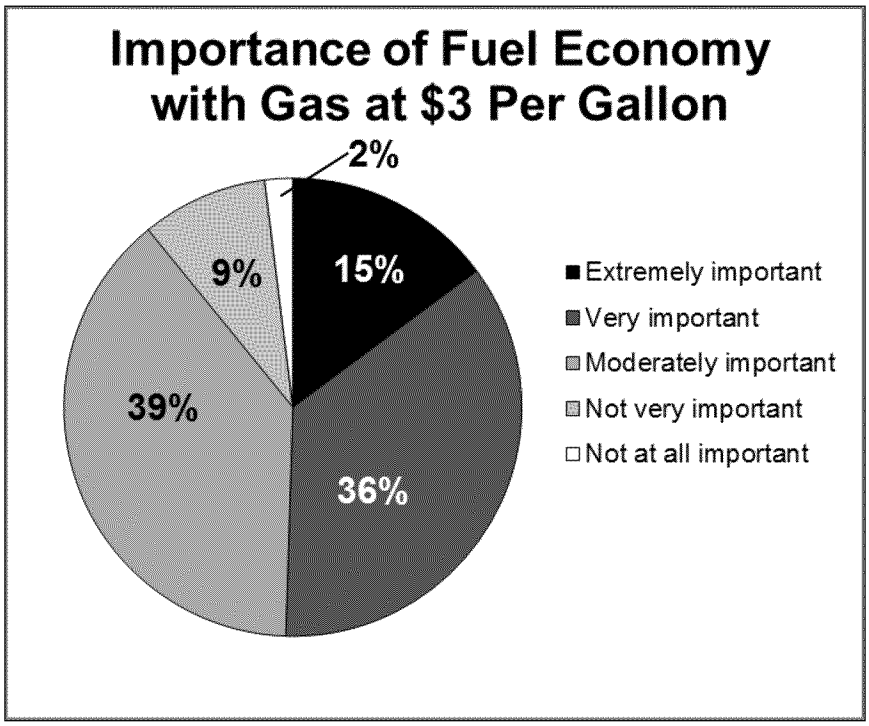
With gas prices dropping nationally[3] and the price per gallon of regular unleaded hovering at or below $3 per gallon ($2.51 nationally according to *AAA*[4] at the time of this report's distribution), we asked drivers to indicate the extent to which fuel economy would determine the car they'd buy if they were to purchase one today. Now it may seem counterintuitive, but the importance drivers would place on fuel economy in making these decisions today would actually increase slightly from what it had been over the past four years of actual car purchases, when gas prices were more expensive. (See chart on the next page.) Future surveys should attempt to address the reasons behind this ostensible paradox.

Suffice it to say, 51% of drivers would place a good deal of importance on fuel economy if they were to buy a car today. By comparison, just 46% considered it to be an especially important factor when they actually bought a car over the past four years. And much like it has been over the past four years of car purchases, drivers under the age of 30 remain substantially more likely than those 65 years of age and older to say that fuel

[3] http://www.cnbc.com/id/102186706#.
[4] http://www.fuelgaugereport.com/

VW FOIA, EPA 06/20/2017 2017-FFP_017240

economy would be a very or extremely important factor in their automotive purchase decisions under the current price of gas (62% vs. 46%).



Caveats

While the preceding findings can be published, it must be taken into consideration that this report is based on the experiences of CRO subscribers who completed the 2014 version of the Annual Auto Survey and agreed to take part in a follow-up survey. They may, therefore, not only be unrepresentative of the U.S. population, but can be considered an especially eager group of individuals, who may not typify the general Consumer Reports subscriber. The data are also historical and relate only to 2011 to 2015 model year car purchases.

Appendix A: Tabulations – Full Sample

2014 Automotive Fuel Economy Recontact Survey Tabulations - Full Sample			
Q#	**Question**	**N**	**%**
I1	**We want to take this opportunity to thank you for taking the time to complete our 2014 Annual Questionnaire this past spring. On that survey you indicated that we could follow-up with you with any further questions we may have regarding your responses. To better serve the needs of subscribers like yourself, we are, therefore, recontacting you to ask that you provide us with additional feedback about your vehicle. Your input to this survey will help us to provide the automotive information you have come to appreciate from Consumer Reports®.**		
Screener	**Do you still own your vehicle?**	**N**	**%**
	Yes	76719	95
	No	3743	5
	Base: All drivers	80,462	100
I2	***This first set of questions focus on the fuel economy of your vehicle.***		
Q1	**Since you bought your vehicle, have you monitored the fuel economy you're actually getting?**	**N**	**%**
	Yes, periodically	59749	78
	Yes, once or twice	10068	13
	No	6821	9
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	76,638	100
Q2	**Which, if any, of the following reasons explain why you haven't monitored the fuel economy you're getting with your vehicle?**	**N**	**%**
	Select ALL that apply.		
	I just haven't thought about it	3706	54
	I trust the fuel economy value that was displayed on the window sticker when I bought my vehicle	703	10
	It's too much effort to measure my vehicle's fuel economy	619	9
	I don't know how to measure my vehicle's fuel economy	214	3
	Other	1755	26
	Base: Drivers who still own their vehicle and have never monitored their car's fuel economy	6,821	
Q3	**Which, if any, of the following ways describe how you've monitored the fuel economy you're getting with your vehicle?**	**N**	**%**
	Select ALL that apply.		
	Look at the in-dash display (for lifetime average or over several trips)	52678	76
	Keep a log of the number of miles my car gets per tank of gas	20954	30
	Make estimate(s) based on how often I need to refuel my car	10372	15
	Other	7860	11
	Don't remember	293	0
	Base: Drivers who still own their vehicle and have monitored their car's fuel economy	69,816	
Q4	**On average, what is the mpg (fuel economy) that you're actually getting with your vehicle?**	**N**	**%**
	Please provide your best estimate. Write in a whole number.		
	Under 20 mpg	12839	17
	20 to 29 mpg	42097	57
	30 to 39 mpg	13560	18
	40 mpg and greater	6043	8
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	74,539	100
	Mean mpg:	**N**	**Mean**
		74539	27
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	74,539	
	Median mpg:	**N**	**Median**
		74539	25
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	74,539	
Q5	**Based on the fuel economy value displayed on the window sticker when you purchased your vehicle, does the mpg you're actually getting meet your expectations?**	**N**	**%**
	Yes it meets my expectations	57658	75
	No it doesn't meet my expectations	11137	15
	I didn't know what to expect, because I didn't look at the window sticker when I bought my vehicle	5305	7
	I didn't know what to expect, because there was no window sticker on my vehicle when I bought it	2301	3
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	76,401	100

Q6	**When purchasing your vehicle, how important of a consideration was its fuel economy to you?**	**N**	**%**
	Extremely important	9531	13
	Very important	24923	33
	Moderately important	33006	43
	Not very important	7709	10
	Not at all important	1341	2
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	76,510	100
Q7	**Before purchasing your vehicle, did you compare its fuel economy to other vehicles you were considering?**	**N**	**%**
	Yes	42644	56
	No, because I only considered buying this vehicle	20754	27
	No, even though I considered buying other vehicles	13188	17
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	63,398	82.8
Q8	**Which, if any, of the following reasons explain why you didn't make any fuel economy comparisons between your vehicle and other vehicles?**	**N**	**%**
	Select ALL that apply.		
	I figured that most vehicles I was considering had about the same fuel economy	8845	67
	I don't trust fuel economy estimates	2147	16
	I just didn't give any thought to fuel economy	1742	13
	I don't remember/No particular reason	1014	8
	I had to buy a vehicle right away and didn't have time to make fuel economy comparisons	539	4
	I didn't know how to go about finding information on fuel economy	50	0
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	13,188	
Q9	**Which, if any, of the following scenarios explain how you went about comparing fuel economy values among the vehicles you were considering, before settling on your vehicle?**	**N**	**%**
	Select ALL that apply.		
	Researched fuel economy values on third-party websites (e.g., Consumer Reports, Kelly Blue Book, Edmunds)	31235	73
	Looked at window stickers with fuel economy values	21708	51
	Relied on advertising by automakers and/or dealerships	8018	19
	Researched fuel economy values on fueleconomy.gov	5269	12
	Other	2356	6
	Don't remember	418	1
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	42,644	
I3	***This next set of questions deal with your views on automotive fuel economy in general.***		
Q10	**In general, how close do you expect the overall/combined fuel economy value displayed on automakers' window stickers will match the mpg people actually get when driving their vehicle?**	**N**	**%**
	Exactly	2022	3
	Within 1 - 2 mpg	29467	37
	Within 3 - 4 mpg	32675	41
	5 mpg or more	9748	12
	Don't know	6331	8
	Base: All drivers	80,243	100
Q11	**In your opinion, which, if any, of the following reasons BEST explain why the mpg people actually get with their vehicle varies from the value reported on automakers' window stickers?**	**N**	**%**
	Select UP TO TWO responses.		
	Fast or aggressive driving	52299	65
	Traffic/congestion	48544	60
	Road conditions/terrain	13470	17
	Weather conditions	5789	7
	Towing heavy loads	3148	4
	Other	11569	14
	Don't know	3365	4
	Base: All drivers	80,462	
Q12	**When making mpg comparisons between different vehicles, how helpful, in your opinion, are the fuel economy values posted on automakers' window stickers?**	**N**	**%**
	Very helpful	18571	23
	Somewhat helpful	56133	70
	Not at all helpful	4361	5
	Don't know	1307	2
	Base: All drivers	80,372	100

Q13	**In your opinion, which, if any, of the following suggestions would BEST improve the effectiveness of the fuel economy values displayed on automakers' window stickers?**	**N**	**%**
	Select UP TO TWO responses.		
	More accurate fuel economy predictions	41393	51
	Providing values for types of driving other than city and highway mpg	29037	36
	More personalized fuel economy information	11654	15
	Easier to access fuel economy information	9355	12
	Greater focus on fuel cost instead of fuel economy	5713	7
	Other	5769	7
	Don't know	11699	15
	Base: All drivers	80,462	
Q14	**In your opinion, what way can automakers BEST make the fuel economy information displayed on their window stickers easier to access?**	**See responses in next tab.**	
	In 200 characters or less, please provide your response in the text box below.		
Q15	**Approximately what percentage of your driving is done in the city or in heavy traffic conditions?**	**N**	**%**
	None	691	1
	1% - 10%	8328	10
	11% - 20%	10521	13
	21% - 30%	10600	13
	31% - 40%	7918	10
	41% - 50%	7545	9
	51% - 60%	6556	8
	61% - 70%	8232	10
	71% - 80%	10248	13
	81% - 90%	7157	9
	91% - 100%	2579	3
	Base: All drivers	80,375	100
	Median percentage of driving done in the city or in heavy traffic conditions:	**N**	**Median**
		80375	44%
	Base: All drivers	80,375	
Q16	**Approximately what percentage of your driving is done at speeds greater than 65 mph?**	**N**	**%**
	None	1083	1
	1% - 10%	10330	13
	11% - 20%	14713	19
	21% - 30%	14805	19
	31% - 40%	11047	14
	41% - 50%	9393	12
	51% - 60%	7305	9
	61% - 70%	5141	7
	71% - 80%	3313	4
	81% - 90%	1364	2
	91% - 100%	370	1
	Base: All drivers	78,864	100
	Median percentage of driving at speeds greater than 65 mph:	**N**	**Median**
		78864	29%
	Base: All drivers	78,864	
Q17	**When you see the highway mpg number on an automaker's window sticker, what kind of driving do you think this value reflects?**	**N**	**%**
	Driving at an average speed of 55 mph	32255	40
	Steady driving at speeds between 60 and 70 mph	20202	25
	A mix of stop and go driving with speeds occasionally reaching 55 mph or more	11599	14
	A mix of speeds varying between 50 and 80 mph	7706	10
	Other	2704	3
	Don't know	5895	7
	Base: All drivers	80,361	100

Q18	**When you see the city mpg number on an automaker's window sticker, what kind of driving do you think this value reflects?**	**N**	**%**
	Driving on city streets with stop lights, crosswalks and heavy traffic through short blocks	42176	53
	Small town or suburban road driving through widely-spaced controlled intersections	21342	27
	Driving in stop-and-go rush hour traffic on metro area highways	5297	7
	Other	3014	4
	Don't know	8287	10
	Base: All drivers	80,116	100
Q19	**Have you ever compared the mpg estimate from your in-dash display for a particular distance traveled, with an mpg value you calculated based on the number of miles you drove and the number of gallons of fuel you purchased over that same distance?**	**N**	**%**
	Yes, and the in-dash value is equal to or within 1 mpg	20852	26
	Yes, and the in-dash display value is consistently higher by 2 mpg or more	9345	12
	Yes, and the in-dash display is consistently lower by 2 mpg or more	2917	4
	No	43437	54
	Unsure	3582	5
	Base: All drivers	80,133	100
Q20	**Gas prices are currently around $3 per gallon nationally. Knowing this, if you were to purchase a vehicle today, how important of a factor would fuel economy be in determining the vehicle you'd choose?**	**N**	**%**
	Extremely important	12179	15
	Very important	28726	36
	Moderately important	30978	39
	Not very important	7008	9
	Not at all important	1395	2
	Base: All drivers	80,286	100
Gender	**Your sex:**	**N**	**%**
	Male	63605	80
	Female	16189	20
	Base: All drivers	79,794	100
Age	**Your age at last birthday:**	**N**	**%**
	18 to 29	527	1
	30 to 44	5053	7
	45 to 64	31306	40
	65 and older	41207	53
	Base: All drivers	78,093	100
	Mean age:	**N**	**Mean**
		78093	63
	Base: All drivers	78,093	
Region	**Census region in which respondent currently lives:**	**N**	**%**
	South	27950	36
	West	18577	24
	Midwest	16635	21
	Northeast	15650	20
	Base: All drivers	78,812	100

Appendix B: Tabulations – Age Differences

2014 Automotive Fuel Economy Recontact Survey Tabulations - Age Differences					
Q#	**Question**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
I1	**We want to take this opportunity to thank you for taking the time to complete our 2014 Annual Questionnaire this past spring. On that survey you indicated that we could follow-up with you with any further questions we may have regarding your responses. To better serve the needs of subscribers like yourself, we are, therefore, recontacting you to ask that you provide us with additional feedback about your vehicle. Your input to this survey will help us to provide the automotive information you have come to appreciate from Consumer Reports®.**				
I2	***This first set of questions focus on the fuel economy of your vehicle.***				
Q1	**Since you bought your vehicle, have you monitored the fuel economy you're actually getting?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Yes, periodically	78	78	78	78
	Yes, once or twice	14	13	13	13
	No	8	9	9	9
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	509	4783	29912	39173
Q2	**Which, if any, of the following reasons explain why you haven't monitored the fuel economy you're getting with your vehicle?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Select ALL that apply.				
	I just haven't thought about it		55	55	53
	It's too much effort to measure my vehicle's fuel economy	Insufficient	15	10	8
	I trust the fuel economy value that was displayed on the window sticker when I bought my vehicle	sampe to	9	10	11
	I don't know how to measure my vehicle's fuel economy	report data.	5	3	3
	Other		19	25	27
	Base: Drivers who still own their vehicle and have never monitored their car's fuel economy		434	2710	3334
Q3	**Which, if any, of the following ways describe how you've monitored the fuel economy you're getting with your vehicle?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Select ALL that apply.				
	Look at the in-dash display (for lifetime average or over several trips)	85	84	79	72
	Keep a log of the number of miles my car gets per tank of gas	32	29	29	31
	Make estimate(s) based on how often I need to refuel my car	24	22	17	12
	Other	8	9	11	12
	Don't remember	0	0	0	1
	Base: Drivers who still own their vehicle and have monitored their car's fuel economy	466	4349	27202	35838
Q4	**On average, what is the mpg (fuel economy) that you're actually getting with your vehicle?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Please provide your best estimate. Write in a whole number.				
	Under 20 mpg	10	24	18	16
	20 to 29 mpg	49	52	54	59
	30 to 39 mpg	33	17	19	17
	40 mpg and greater	7	7	8	8
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	495	4628	29157	38140
	Mean mpg:	**18 - 29 Mean**	**30 - 44 Mean**	**45 - 64 Mean**	**65+ Mean**
		29	26	27	26
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	495	4628	29157	38140
	Median mpg:	**18 - 29 Median**	**30 - 44 Median**	**45 - 64 Median**	**65+ Median**
		28	24	25	25
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	495	4628	29157	38140
Q5	**Based on the fuel economy value displayed on the window sticker when you purchased your vehicle, does the mpg you're actually getting meet your expectations?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Yes it meets my expectations	79	73	76	76
	No it doesn't meet my expectations	13	18	15	13
	I didn't know what to expect, because I didn't look at the window sticker when I bought my vehicle	5	6	6	8
	I didn't know what to expect, because there was no window sticker on my vehicle when I bought it	3	3	3	3
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	509	4766	29829	39075

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Q6	**When purchasing your vehicle, how important of a consideration was its fuel economy to you?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Extremely important	16	16	15	10
	Very important	39	31	34	32
	Moderately important	34	40	40	46
	Not very important	10	12	9	11
	Not at all important	2	2	2	2
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	509	4781	29897	39074
Q7	**Before purchasing your vehicle, did you compare its fuel economy to other vehicles you were considering?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Yes	69	67	61	50
	No, even though I considered buying other vehicles	13	16	16	18
	No, because I only considered buying this vehicle	18	17	23	32
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	509	4782	29903	39139
Q8	**Which, if any, of the following reasons explain why you didn't make any fuel economy comparisons between your vehicle and other vehicles?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Select ALL that apply.				
	I figured that most vehicles I was considering had about the same fuel economy	Insufficient sampe to report data.	69	69	66
	I don't trust fuel economy estimates		13	15	18
	I just didn't give any thought to fuel economy		17	13	13
	I don't remember/No particular reason		6	7	8
	I had to buy a vehicle right away and didn't have time to make fuel economy comparisons		4	5	4
	I didn't know how to go about finding information on fuel economy		1	0	0
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire		777	4775	7091
Q9	**Which, if any, of the following scenarios explain how you went about comparing fuel economy values among the vehicles you were considering, before settling on your vehicle?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Select ALL that apply.				
	Researched fuel economy values on third-party websites (e.g., Consumer Reports, Kelly Blue Book, Edmunds)	77	79	75	71
	Looked at window stickers with fuel economy values	50	52	53	49
	Relied on advertising by automakers and/or dealerships	23	26	21	16
	Researched fuel economy values on fueleconomy.gov	27	22	14	9
	Other	4	5	5	6
	Don't remember	1	1	1	1
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	353	3202	18348	19556
I3	***This next set of questions deal with your views on automotive fuel economy in general.***				
Q10	**In general, how close do you expect the overall/combined fuel economy value displayed on automakers' window stickers will match the mpg people actually get when driving their vehicle?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Exactly	4	4	3	2
	Within 1 - 2 mpg	35	40	38	35
	Within 3 - 4 mpg	47	41	41	41
	5 mpg or more	9	11	12	12
	Don't know	6	4	6	9
	Base: All drivers	527	5050	31261	41062
Q11	**In your opinion, which, if any, of the following reasons BEST explain why the mpg people actually get with their vehicle varies from the value reported on automakers' window stickers?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Select UP TO TWO responses.				
	Fast or aggressive driving	77	73	67	63
	Traffic/congestion	72	66	61	59
	Road conditions/terrain	16	14	17	17
	Weather conditions	7	7	7	7
	Towing heavy loads	3	4	4	4
	Other	9	14	15	14
	Don't know	2	2	3	5
	Base: All drivers	527	5053	31306	41207

Q12	**When making mpg comparisons between different vehicles, how helpful, in your opinion, are the fuel economy values posted on automakers' window stickers?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Very helpful	25	27	27	20
	Somewhat helpful	67	67	67	72
	Not at all helpful	6	5	4	6
	Don't know	2	1	1	2
	Base: All drivers	527	5051	31284	41166
Q13	**In your opinion, which, if any, of the following suggestions would BEST improve the effectiveness of the fuel economy values displayed on automakers' window stickers?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Select UP TO TWO responses.				
	More accurate fuel economy predictions	50	55	53	50
	Providing values for types of driving other than city and highway mpg	45	42	36	35
	More personalized fuel economy information	23	19	14	14
	Easier to access fuel economy information	10	9	11	12
	Greater focus on fuel cost instead of fuel economy	11	10	7	7
	Other	6	7	7	7
	Don't know	11	10	14	15
	Base: All drivers	527	5053	31306	41207
Q14	**In your opinion, what way can automakers BEST make the fuel economy information displayed on their window stickers easier to access?**				
	In 200 characters or less, please provide your response in the text box below.				
Q15	**Approximately what percentage of your driving is done in the city or in heavy traffic conditions?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	None	1	0	1	1
	1% - 10%	7	8	11	11
	11% - 20%	12	11	13	13
	21% - 30%	11	13	13	13
	31% - 40%	13	9	10	10
	41% - 50%	10	11	9	9
	51% - 60%	9	9	8	8
	61% - 70%	13	11	10	10
	71% - 80%	14	15	13	13
	81% - 90%	8	10	9	9
	91% - 100%	3	3	3	3
	Base: All drivers	527	5053	31289	41167
	Median percentage of driving done in the city or in heavy traffic conditions:	**18 - 29 Median**	**30 - 44 Median**	**45 - 64 Median**	**65+ Median**
		47%	48%	43%	43%
	Base: All drivers	527	5053	31289	41167
Q16	**Approximately what percentage of your driving is done at speeds greater than 65 mph?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	None	1	1	1	2
	1% - 10%	13	11	13	13
	11% - 20%	16	18	19	19
	21% - 30%	18	19	18	19
	31% - 40%	14	14	14	14
	41% - 50%	13	13	12	12
	51% - 60%	9	10	9	9
	61% - 70%	7	7	7	6
	71% - 80%	6	6	5	4
	81% - 90%	3	2	2	1
	91% - 100%	1	1	0	0
	Base: All drivers	525	5029	30906	40128
	Median percentage of driving at speeds greater than 65 mph:	**18 - 29 Median**	**30 - 44 Median**	**45 - 64 Median**	**65+ Median**
		33%	32%	29%	29%
	Base: All drivers	525	5029	30906	40128

Q17	**When you see the highway mpg number on an automaker's window sticker, what kind of driving do you think this value reflects?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Driving at an average speed of 55 mph	42	45	44	37
	Steady driving at speeds between 60 and 70 mph	32	34	27	22
	A mix of stop and go driving with speeds occasionally reaching 55 mph or more	8	6	11	18
	A mix of speeds varying between 50 and 80 mph	12	9	9	10
	Other	3	2	3	3
	Don't know	2	3	5	9
	Base: All drivers	527	5047	31280	41167
Q18	**When you see the city mpg number on an automaker's window sticker, what kind of driving do you think this value reflects?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Driving on city streets with stop lights, crosswalks and heavy traffic through short blocks	56	54	54	51
	Small town or suburban road driving through widely-spaced controlled intersections	35	33	28	25
	Driving in stop-and-go rush hour traffic on metro area highways	5	6	6	7
	Other	2	2	4	4
	Don't know	2	5	8	12
	Base: All drivers	527	5045	31229	40990
Q19	**Have you ever compared the mpg estimate from your in-dash display for a particular distance traveled, with an mpg value you calculated based on the number of miles you drove and the number of gallons of fuel you purchased over that same distance?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Yes, and the in-dash value is equal to or within 1 mpg	24	25	26	26
	Yes, and the in-dash display value is consistently higher by 2 mpg or more	11	11	12	12
	Yes, and the in-dash display is consistently lower by 2 mpg or more	5	4	3	4
	No	53	55	55	54
	Unsure	6	5	4	4
	Base: All drivers	526	5047	31226	41018
Q20	**Gas prices are currently around $3 per gallon nationally. Knowing this, if you were to purchase a vehicle today, how important of a factor would fuel economy be in determining the vehicle you'd choose?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Extremely important	20	20	18	12
	Very important	42	35	38	34
	Moderately important	29	35	35	42
	Not very important	7	8	7	10
	Not at all important	2	2	1	2
	Base: All drivers	527	5048	31271	41114

Appendix C: Tabulations – Regional Differences

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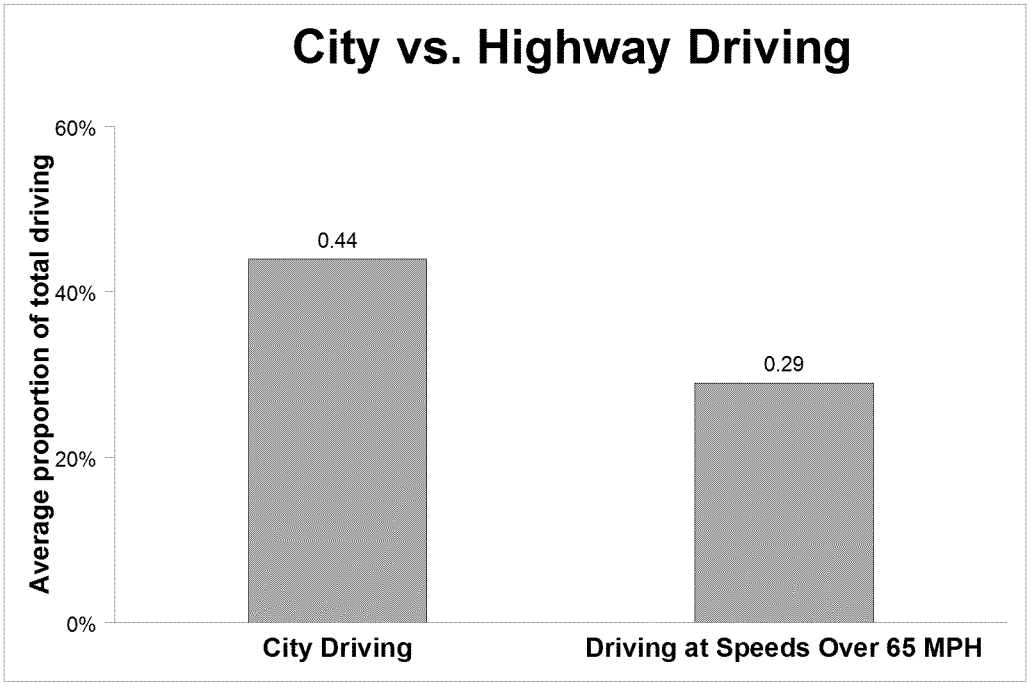
2014 Automotive Fuel Economy Recontact Survey Tabulations - Regional Differences					
Q#	**Question**	**Northeast %**	**South %**	**Midwest %**	**West %**
I1	**We want to take this opportunity to thank you for taking the time to complete our 2014 Annual Questionnaire this past spring. On that survey you indicated that we could follow-up with you with any further questions we may have regarding your responses. To better serve the needs of subscribers like yourself, we are, therefore, recontacting you to ask that you provide us with additional feedback about your vehicle. Your input to this survey will help us to provide the automotive information you have come to appreciate from Consumer Reports®.**				
I2	***This first set of questions focus on the fuel economy of your vehicle.***				
Q1	**Since you bought your vehicle, have you monitored the fuel economy you're actually getting?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Yes, periodically	77	78	79	78
	Yes, once or twice	13	13	13	13
	No	10	9	8	9
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	14918	26463	15829	17863
Q2	**Which, if any, of the following reasons explain why you haven't monitored the fuel economy you're getting with your vehicle?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Select ALL that apply.				
	I just haven't thought about it	54	54	56	54
	I trust the fuel economy value that was displayed on the window sticker when I bought my vehicle	11	10	11	10
	It's too much effort to measure my vehicle's fuel economy	9	10	9	9
	I don't know how to measure my vehicle's fuel economy	4	3	3	3
	Other	27	26	24	26
	Base: Drivers who still own the vehicle and have never monitored their car's fuel economy	1480	2328	1247	1554
Q3	**Which, if any, of the following ways describe how you've monitored the fuel economy you're getting with your vehicle?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Select ALL that apply.				
	Look at the in-dash display (for lifetime average or over several trips)	75	75	77	75
	Keep a log of the number of miles my car gets per tank of gas	29	30	31	31
	Make estimate(s) based on how often I need to refuel my car	17	15	13	15
	Other	10	11	11	12
	Don't remember	0	0	0	0
	Base: Drivers who still own the vehicle and have monitored their car's fuel economy	13438	24134	14582	16309
Q4	**On average, what is the mpg (fuel economy) that you're actually getting with your vehicle?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Please provide your best estimate. Write in a whole number.				
	Under 20 mpg	15	18	16	18
	20 to 29 mpg	58	57	58	54
	30 to 39 mpg	19	18	19	18
	40 mpg and greater	8	7	8	10
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	14505	25823	15503	17254
	Mean mpg:	**Northeast Mean**	**South Mean**	**Midwest Mean**	**West Mean**
		27	26	26	27
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	14505	25823	15503	17254
	Median mpg:	**Northeast Median**	**South Median**	**Midwest Median**	**West Median**
		25	25	25	25
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	14505	25823	15503	17254
Q5	**Based on the fuel economy value displayed on the window sticker when you purchased your vehicle, does the mpg you're actually getting meet your expectations?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Yes it meets my expectations	74	76	77	75
	No it doesn't meet my expectations	16	14	14	15
	I didn't know what to expect, because I didn't look at the window sticker when I bought my vehicle	7	7	6	7
	I didn't know what to expect, because there was no window sticker on my vehicle when I bought it	3	3	3	3
	Base: Drivers who still owns the vehicle on which they reported on the 2014 Annual Questionnaire	14863	26396	15794	17810

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Q6	**When purchasing your vehicle, how important of a consideration was its fuel economy to you?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Extremely important	13	12	12	14
	Very important	32	32	33	33
	Moderately important	43	44	44	42
	Not very important	10	10	9	11
	Not at all important	2	2	1	2
	Base: Drivers who still owns the vehicle on which they reported on the 2014 Annual Questionnaire	14891	26423	15804	17838
Q7	**Before purchasing your vehicle, did you compare its fuel economy to other vehicles you were**	**Northeast**	**South**	**Midwest**	**West**
	Yes	55	54	57	58
	No, because I only considered buying this vehicle	29	28	26	26
	No, even though I considered buying other vehicles	17	18	17	16
	Base: Drivers who still owns the vehicle on which they reported on the 2014 Annual Questionnaire	14913	26443	15818	17853
Q8	**Which, if any, of the following reasons explain why you didn't make any fuel economy comparisons between your vehicle and other vehicles?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Select ALL that apply.				
	I figured that most vehicles I was considering had about the same fuel economy	68	66	69	67
	I don't trust fuel economy estimates	16	16	17	16
	I just didn't give any thought to fuel economy	12	14	12	14
	I don't remember/No particular reason	7	8	7	7
	I had to buy a vehicle right away and didn't have time to make fuel economy comparisons	5	4	4	4
	I didn't know how to go about finding information on fuel economy	0	0	0	0
	Base: Drivers who still owns the vehicle on which they reported on the 2014 Annual Questionnaire	2500	4795	2661	2921
Q9	**Which, if any, of the following scenarios explain how you went about comparing fuel economy values among the vehicles you were considering, before settling on your vehicle?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Select ALL that apply.				
	Researched fuel economy values on third-party websites (e.g., Consumer Reports, Kelly Blue Book, Edmunds)	74	73	71	75
	Looked at window stickers with fuel economy values	49	51	54	49
	Relied on advertising by automakers and/or dealerships	20	18	20	19
	Researched fuel economy values on fueleconomy.gov	12	12	13	12
	Other	6	5	5	6
	Don't remember	1	1	1	1
	Base: Drivers who still owns the vehicle on which they reported on the 2014 Annual Questionnaire	8142	14325	9020	10289
I3	***This next set of questions deal with your views on automotive fuel economy in general.***				
Q10	**In general, how close do you expect the overall/combined fuel economy value displayed on automakers' window stickers will match the mpg people actually get when driving their vehicle?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Exactly	3	2	3	3
	Within 1 - 2 mpg	35	38	39	35
	Within 3 - 4 mpg	41	41	41	41
	5 mpg or more	13	12	11	13
	Don't know	8	8	7	9
	Base: All drivers	15601	27886	16602	18531
Q11	**In your opinion, which, if any, of the following reasons BEST explain why the mpg people actually get with their vehicle varies from the value reported on automakers' window stickers?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Select UP TO TWO responses.				
	Fast or aggressive driving	62	66	67	65
	Traffic/congestion	60	63	57	60
	Road conditions/terrain	19	15	15	19
	Weather conditions	9	4	14	5
	Towing heavy loads	3	4	5	4
	Other	15	14	13	16
	Don't know	4	4	4	4
	Base: Drivers who still owns the vehicle on which they reported on the 2014 Annual Questionnaire	15650	27950	16635	18577

Q12	**When making mpg comparisons between different vehicles, how helpful, in your opinion, are the fuel economy values posted on automakers' window stickers?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Very helpful	22	23	24	23
	Somewhat helpful	70	70	70	69
	Not at all helpful	6	5	5	5
	Don't know	2	2	1	2
	Base: All drivers	15627	27930	16624	18566
Q13	**In your opinion, which, if any, of the following suggestions would BEST improve the effectiveness of the fuel economy values displayed on automakers' window stickers?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Select UP TO TWO responses.				
	More accurate fuel economy predictions	51	52	51	52
	Providing values for types of driving other than city and highway mpg	38	35	36	36
	More personalized fuel economy information	15	14	15	14
	Easier to access fuel economy information	12	12	12	11
	Greater focus on fuel cost instead of fuel economy	8	7	7	7
	Other	7	7	7	8
	Don't know	13	15	15	14
	Base: All drivers	15650	27950	16635	18577
Q14	**In your opinion, what way can automakers BEST make the fuel economy information displayed on their window stickers easier to access?**				
	In 200 characters or less, please provide your response in the text box below.				
Q15	**Approximately what percentage of your driving is done in the city or in heavy traffic conditions?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	None	2	1	1	1
	1% - 10%	16	9	11	8
	11% - 20%	17	12	13	10
	21% - 30%	16	13	13	11
	31% - 40%	10	10	10	10
	41% - 50%	9	9	10	10
	51% - 60%	7	8	8	9
	61% - 70%	8	11	10	12
	71% - 80%	9	14	13	15
	81% - 90%	5	10	9	11
	91% - 100%	1	4	3	4
	Base: All drivers	15633	27929	16623	18566
	Median percentage of driving done in the city or in heavy traffic conditions:	**Northeast Median**	**South Median**	**Midwest Median**	**West Median**
		30%	46%	43%	51%
	Base: All drivers	15633	27929	16623	18566
Q16	**Approximately what percentage of your driving is done at speeds greater than 65 mph?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	None	2	1	1	2
	1% - 10%	14	13	13	13
	11% - 20%	19	19	19	18
	21% - 30%	19	19	18	18
	31% - 40%	13	15	14	14
	41% - 50%	11	12	12	13
	51% - 60%	9	9	9	10
	61% - 70%	6	6	7	7
	71% - 80%	4	4	4	5
	81% - 90%	1	2	2	2
	91% - 100%	0	1	1	1
	Base: All drivers	15321	27395	16322	18247
	Median percentage of driving at speeds greater than 65 mph:	**Northeast Median**	**South Median**	**Midwest Median**	**West Median**
		28%	29%	29%	30%
	Base: All drivers	15321	27395	16322	18247

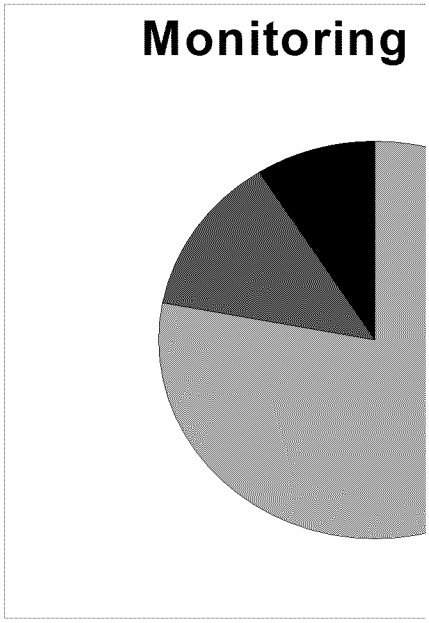
Q17	**When you see the highway mpg number on an automaker's window sticker, what kind of driving do you think this value reflects?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Driving at an average speed of 55 mph	47	40	39	36
	Steady driving at speeds between 60 and 70 mph	21	25	27	28
	A mix of stop and go driving with speeds occasionally reaching 55 mph or more	14	15	14	14
	A mix of speeds varying between 50 and 80 mph	8	10	10	10
	Other	3	3	3	4
	Don't know	6	8	7	8
	Base: All drivers	15632	27928	16625	18553
Q18	**When you see the city mpg number on an automaker's window sticker, what kind of driving do you think this value reflects?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Driving on city streets with stop lights, crosswalks and heavy traffic through short blocks	54	52	53	54
	Small town or suburban road driving through widely-spaced controlled intersections	27	27	28	25
	Driving in stop-and-go rush hour traffic on metro area highways	7	7	6	6
	Other	4	4	4	4
	Don't know	9	11	10	11
	Base: All drivers	15575	27841	16590	18497
Q19	**Have you ever compared the mpg estimate from your in-dash display for a particular distance traveled, with an mpg value you calculated based on the number of miles you drove and the number of gallons of fuel you purchased over that same distance?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Yes, and the in-dash value is equal to or within 1 mpg	24	26	28	26
	Yes, and the in-dash display value is consistently higher by 2 mpg or more	11	12	12	12
	Yes, and the in-dash display is consistently lower by 2 mpg or more	3	4	4	4
	No	56	54	53	54
	Unsure	5	4	4	5
	Base: All drivers	15578	27856	16589	18510
Q20	**Gas prices are currently around $3 per gallon nationally. Knowing this, if you were to purchase a vehicle today, how important of a factor would fuel economy be in determining the vehicle you'd choose?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Extremely important	16	14	15	16
	Very important	36	35	36	37
	Moderately important	38	39	39	37
	Not very important	8	9	8	9
	Not at all important	2	2	1	2
	Base: All drivers	15621	27912	16610	18535

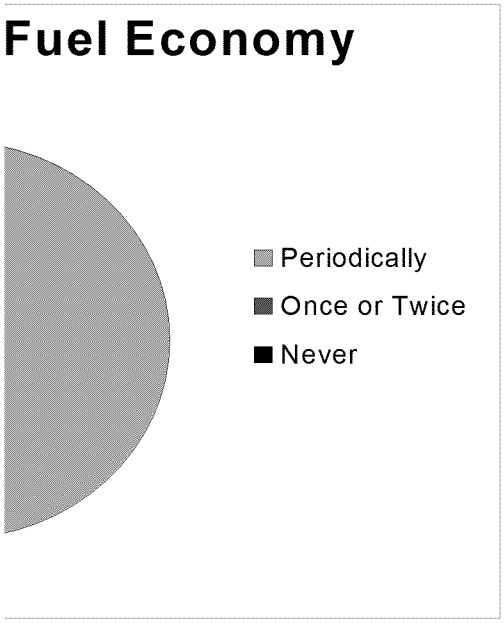

City vs. Highway Driving
Average proportion of total driving
60%
40%
20%
0%
0.44
0.29
City Driving
Driving at Speeds Over 65 MPH

Car Models within +/- 2 Miles of Estimated MPG Average	27
Make & Model	**% of Models**
Toyota Highlander Hybrid	79%
Lexus RX Hybrid	78%
Subaru Outback Wagon (4-cyl.)	66%
Mazda CX-5 (2.5L)	65%
Mazda3 (2.5L)	65%
Volkswagen GTI (4-cyl.)	60%
Buick Encore	57%
Mazda CX-5 (2.0L)	57%
Scion xB	56%
Honda CRV	54%
Mazda MX-5 Miata	54%
Acura TSX (4-cyl.)	53%
Mini Countryman	53%
Nissan Juke	53%
Subaru Legacy Sedan (4-cyl.)	53%
Toyota Avalon	52%
Kia Optima (4-cyl.)	51%
Kia Soul	51%
Subaru Forester	51%
Toyota Camry (V6)	51%

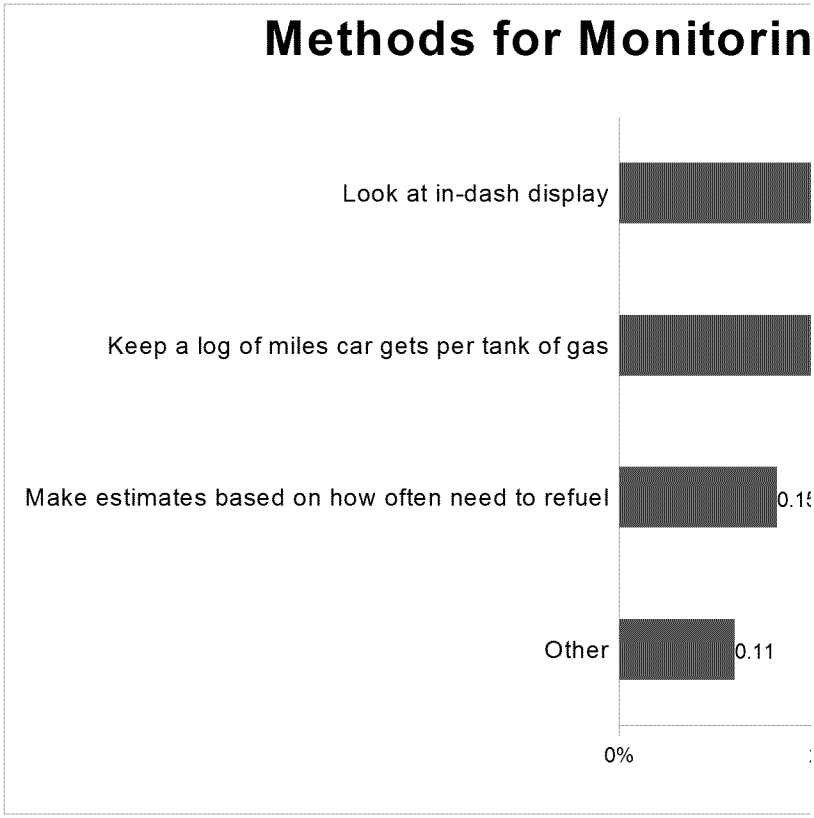
MPG Expectations based On Window Sticker Estimates			
Make	**% of Owners whose MPG Expectation was Met**	**Make**	**% of Owners whose MPG Expectation was Met**
Tesla	98%	Mazda	86%
Porsche	97%	Toyota	86%
Mercedes-Benz	93%	Lexus	85%
Volkswagen	93%	Scion	85%
Audi	91%	Ram	84%
Mini	90%	Cadillac	83%
BMW	89%	Nissan	82%
Chrysler	89%	Buick	81%
Fiat	89%	Chevrolet	81%
Mitsubishi	88%	Infiniti	80%
Volvo	88%	Ford	78%
Acura	87%	Lincoln	78%
Dodge	87%	GMC	75%
Subaru	87%	Hyundai	68%
Honda	86%	Kia	68%
Jeep	86%	All makes	83%

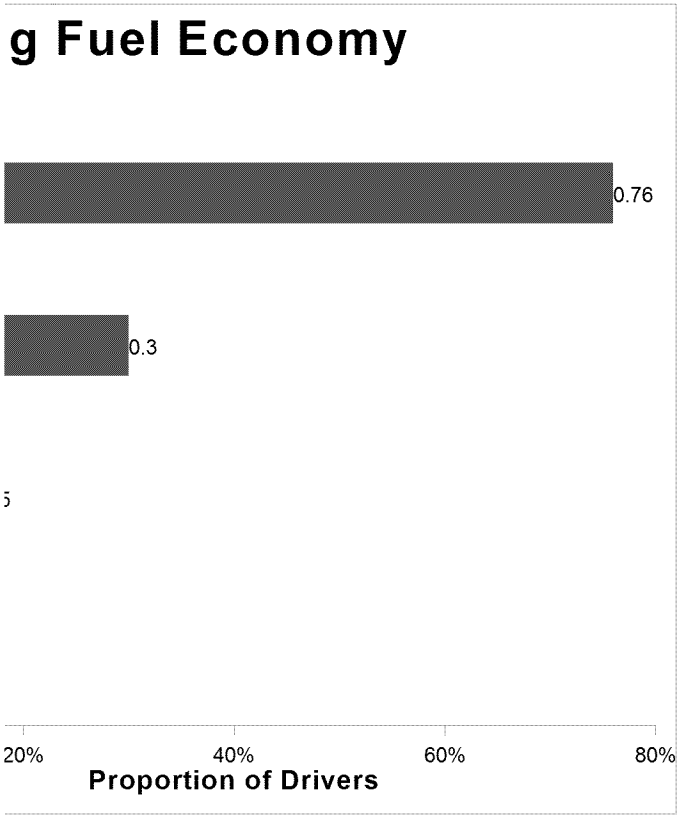
Periodically	78%
Once or Tw	13%
Never	9%



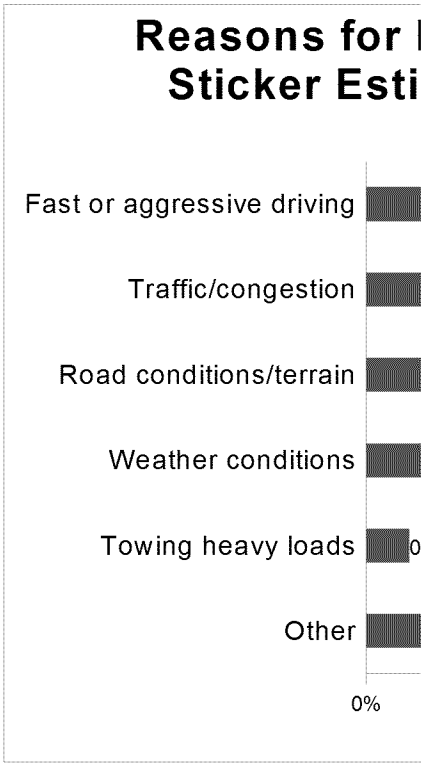

Fuel Economy
Periodically
Once or Twice
Never

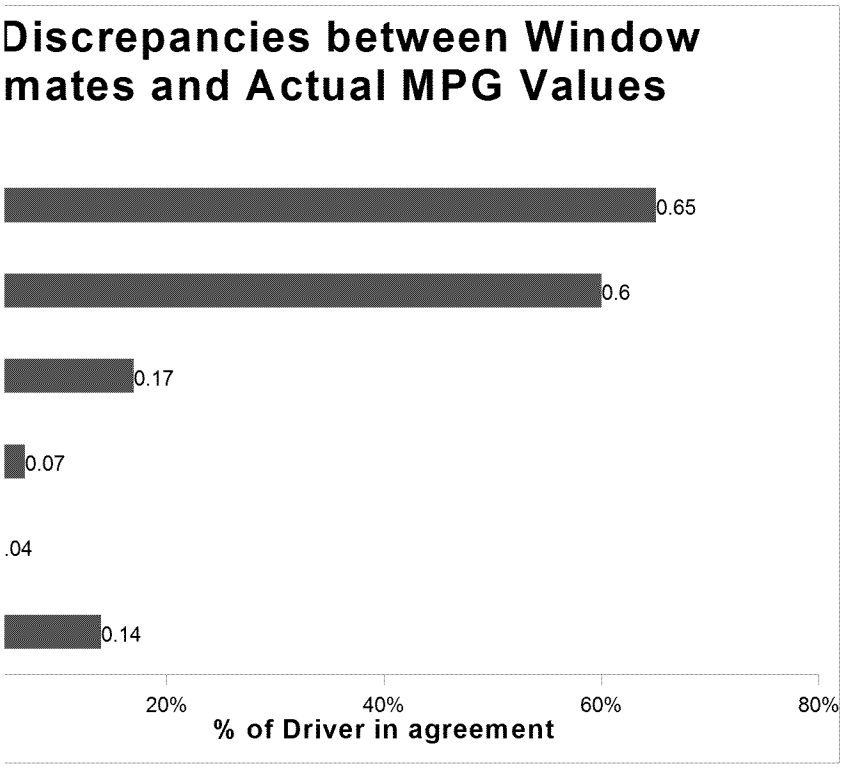
Other	11%
Make estim	15%
Keep a log c	30%
Look at in-d	76%



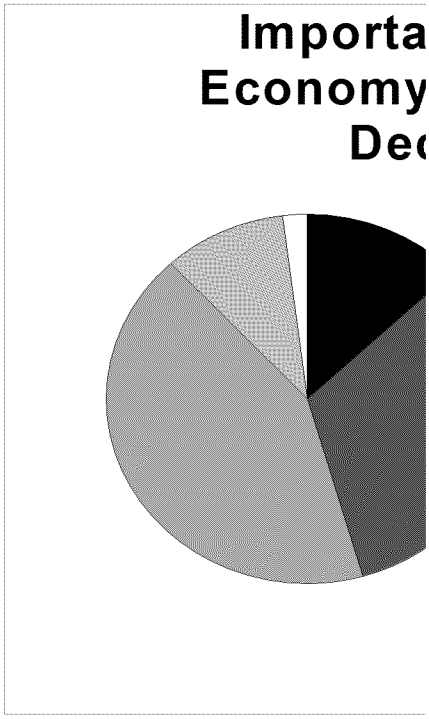

g Fuel Economy
0.76
0.3
5
20%
40%
60%
80%
Proportion of Drivers

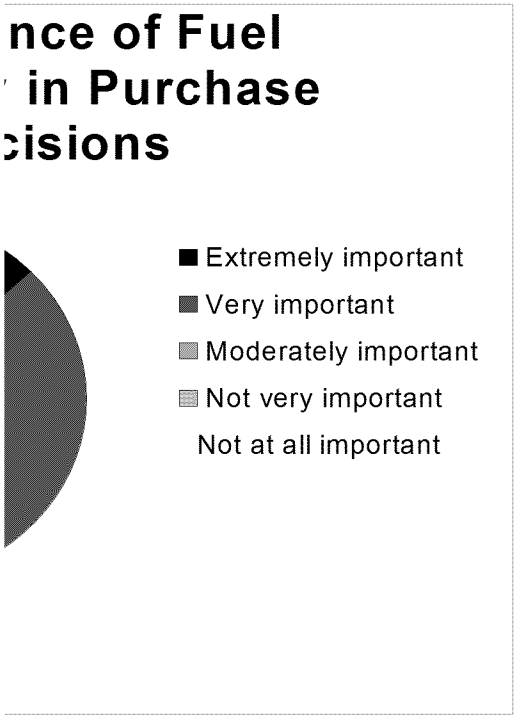
Other	14%
Towing hea	4%
Weather co	7%
Road condit	17%
Traffic/cong	60%
Fast or aggr	65%



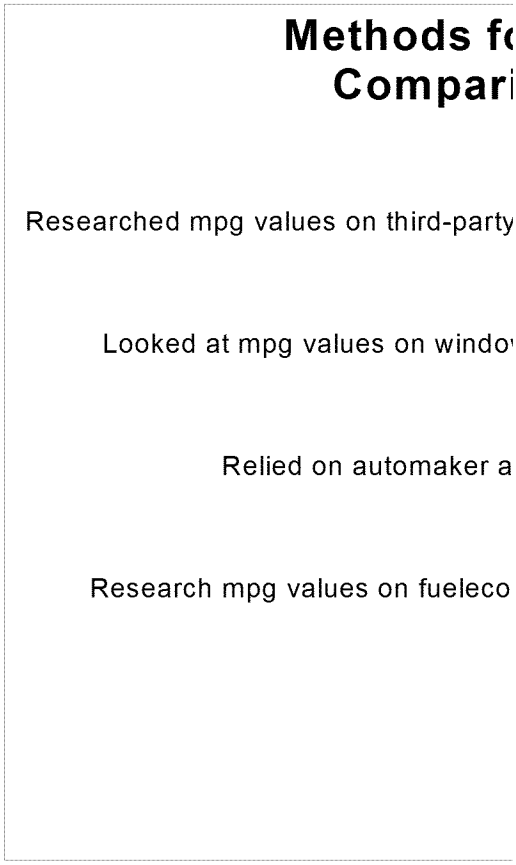

Discrepancies between Window mates and Actual MPG Values
0.65
0.6
0.17
0.07
.04
0.14
20%
40%
60%
80%
% of Driver in agreement

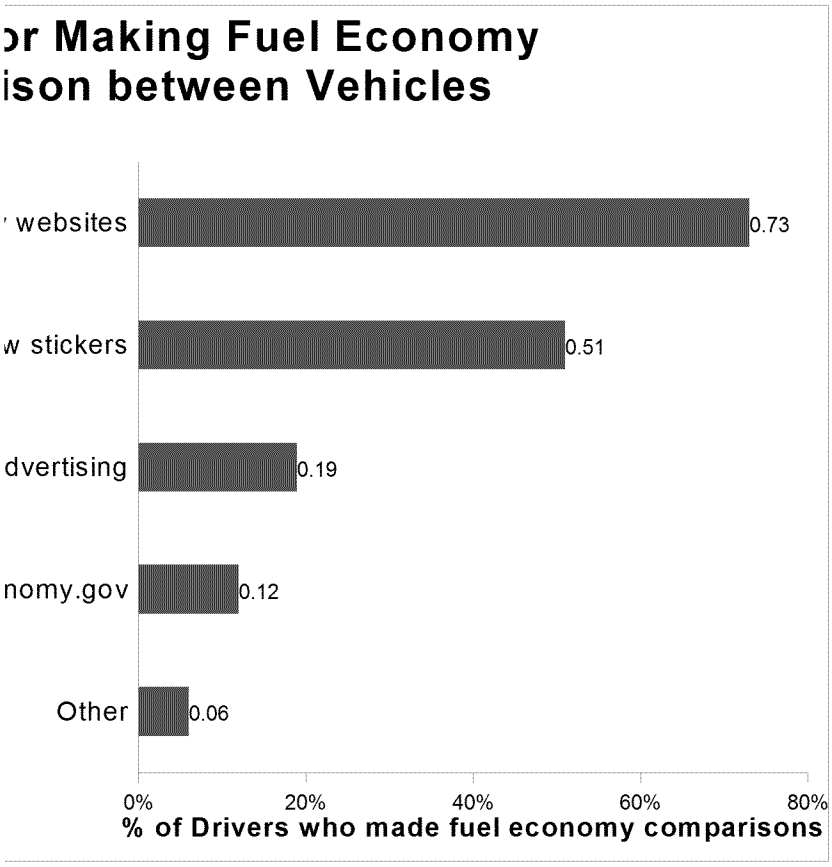
Extremely i	13%
Very import	33%
Moderately	43%
Not very im	10%
Not at all in	2%



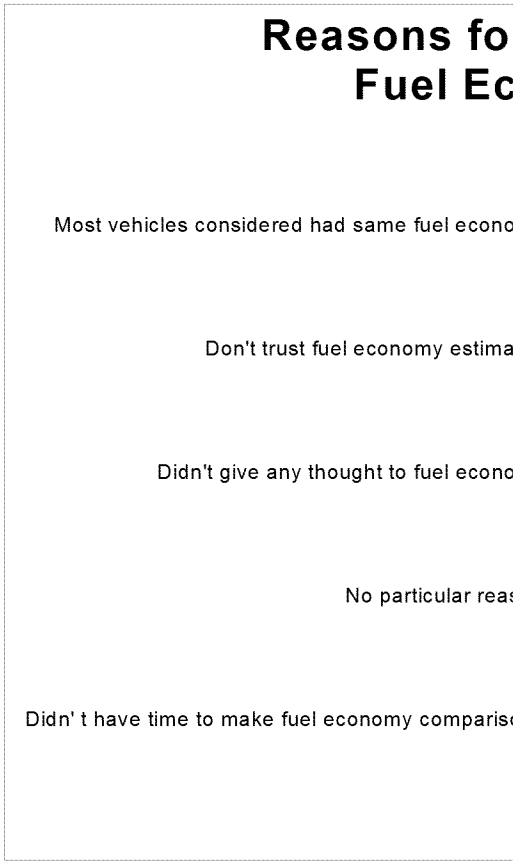

nce of Fuel
in Purchase
cisions
Extremely important
Very important
Moderately important
Not very important
Not at all important

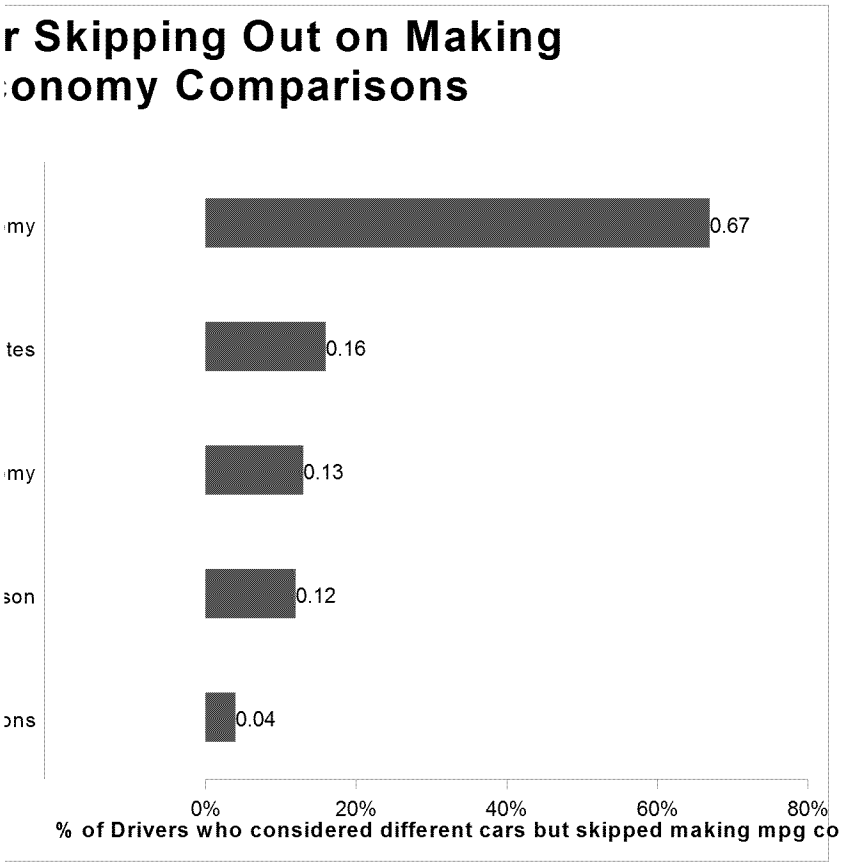
Other	6%
Research m	12%
Relied on a	19%
Looked at n	51%
Researched	73%



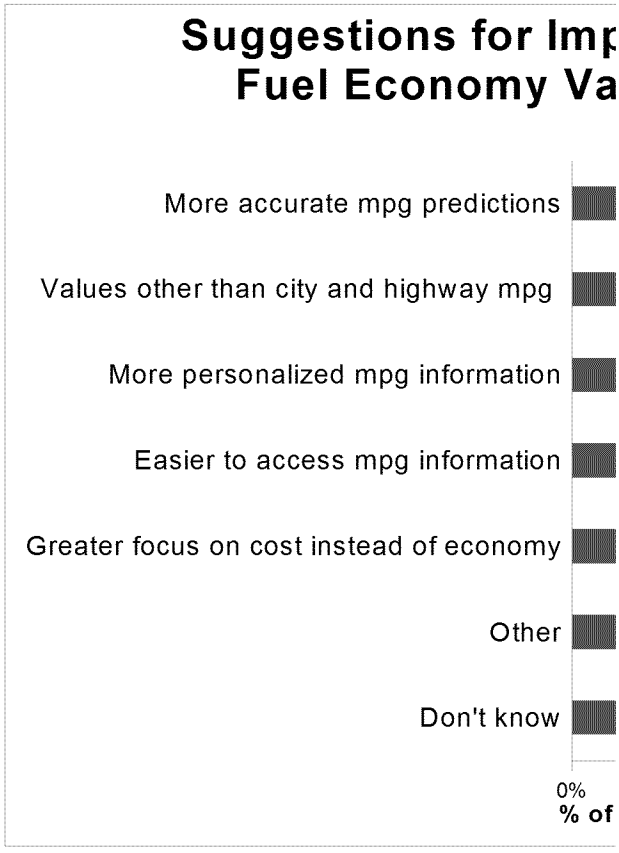

or Making Fuel Economy
ison between Vehicles
websites
0.73
w stickers
0.51
dvertising
0.19
nomy.gov
0.12
Other
0.06
0%
20%
40%
60%
80%
% of Drivers who made fuel economy comparisons

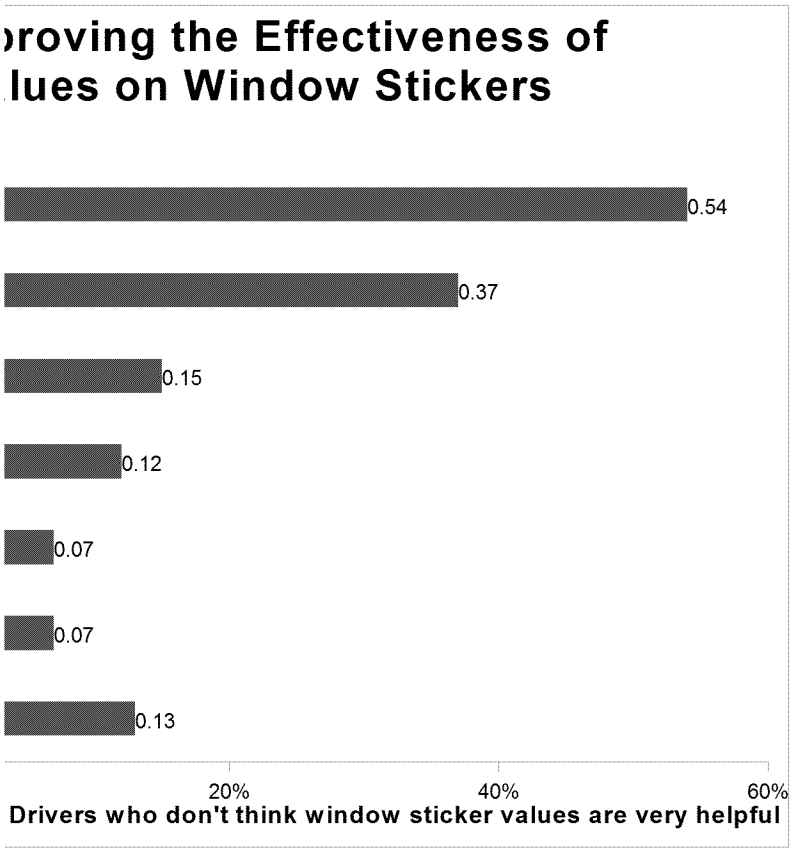
Didn' t have	4%
No particula	12%
Didn't give a	13%
Don't trust	16%
Most vehicl	67%



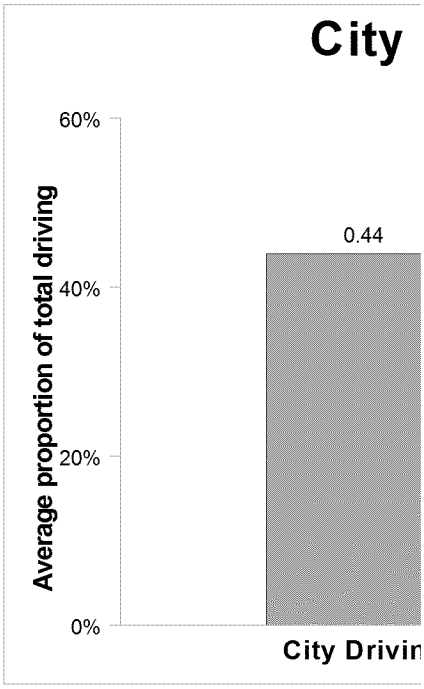

r Skipping Out on Making
onomy Comparisons
my
tes
my
son
ons
0.67
0.16
0.13
0.12
0.04
0%
20%
40%
60%
80%
% of Drivers who considered different cars but skipped making mpg co

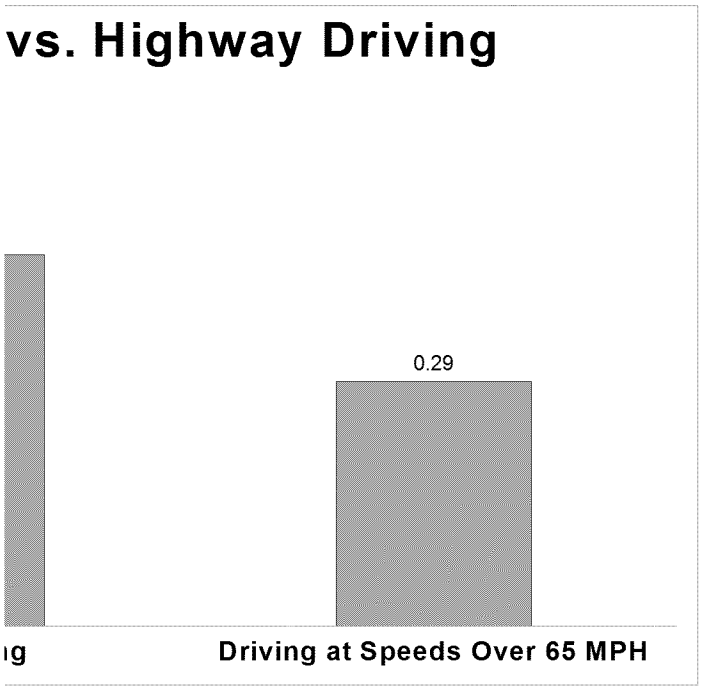
Don't know	13%
Other	7%
Greater foc	7%
Easier to ac	12%
More perso	15%
Values othe	37%
More accur	54%



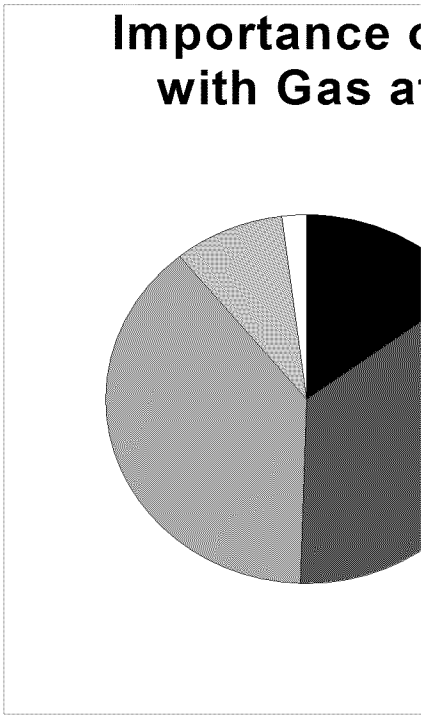

roving the Effectiveness of
lues on Window Stickers
0.54
0.37
0.15
0.12
0.07
0.07
0.13
20%
40%
60%
Drivers who don't think window sticker values are very helpful

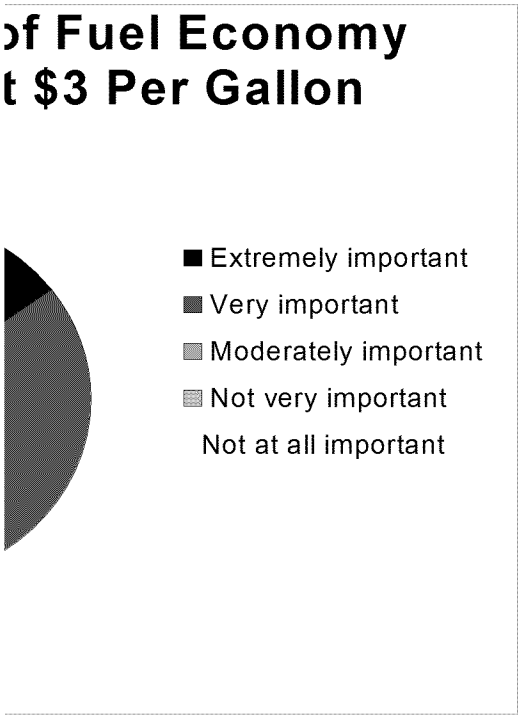
City Driving	44%
Driving at S	29%



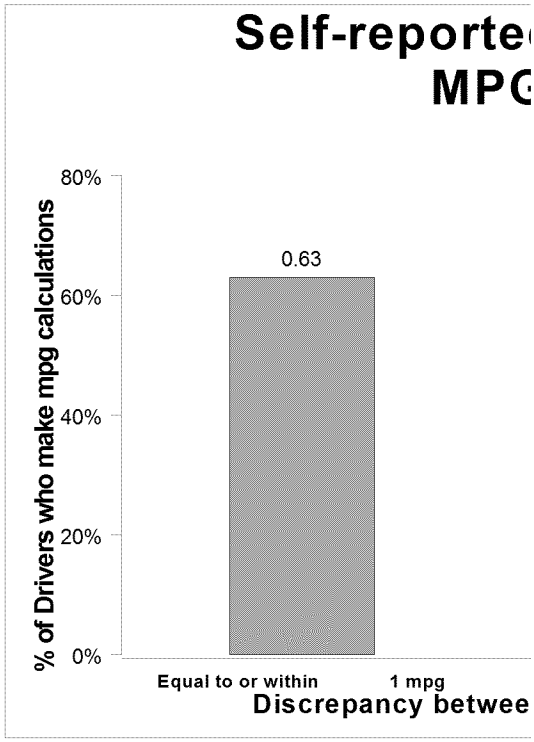

vs. Highway Driving
0.29
ıg
Driving at Speeds Over 65 MPH

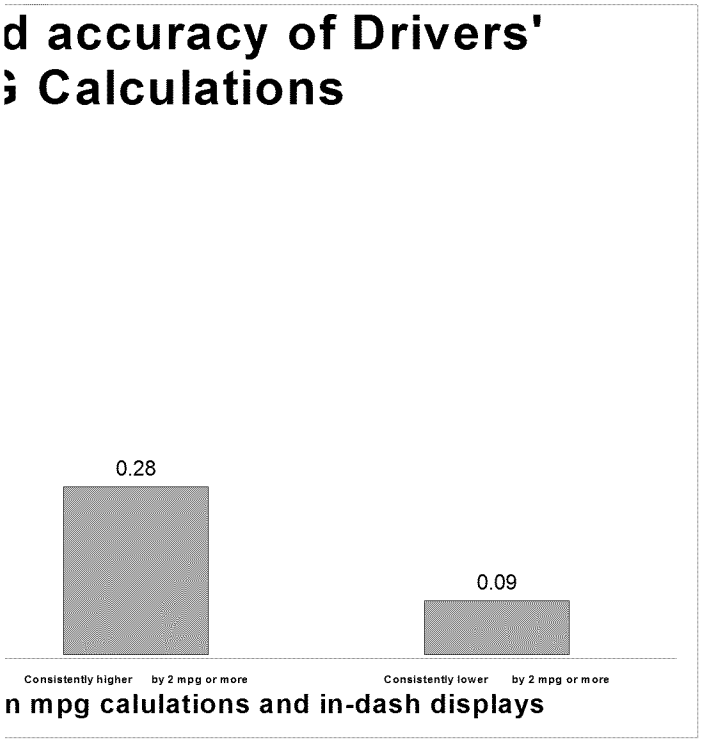
Extremely i	15%
Very import	36%
Moderately	39%
Not very im	9%
Not at all in	2%




of Fuel Economy
t $3 Per Gallon
Extremely important
Very important
Moderately important
Not very important
Not at all important

Equal to or	63%
Consistentl	28%
Consistentl	9%

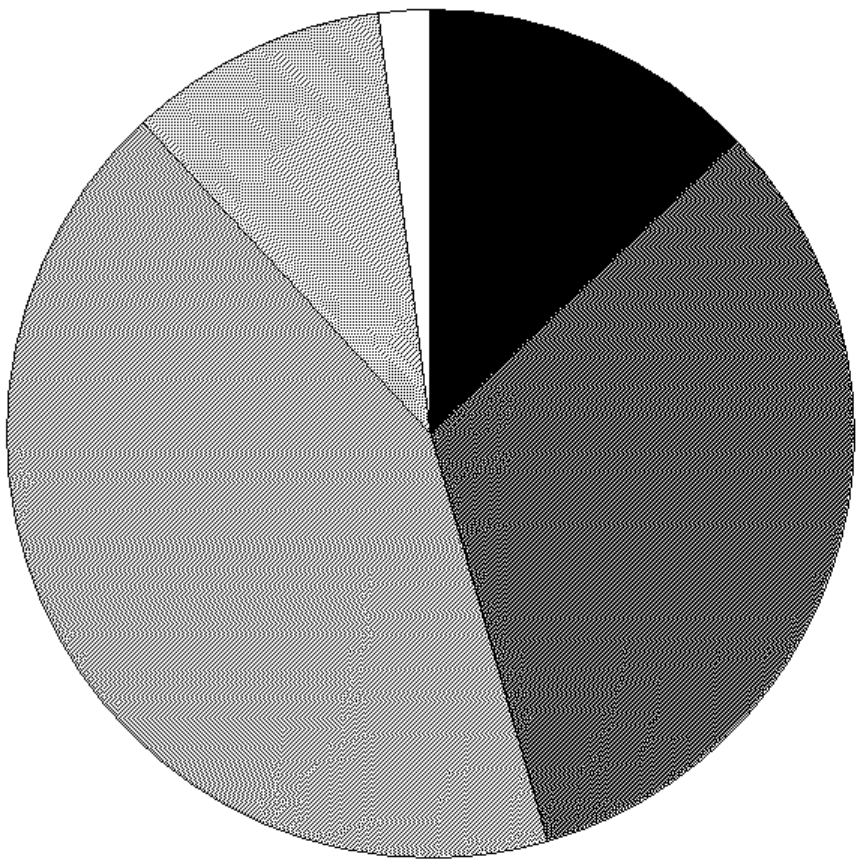



d accuracy of Drivers'
; Calculations
0.28
0.09
Consistently higher by 2 mpg or more
Consistently lower by 2 mpg or more
n mpg calulations and in-dash displays

Car Models within +/- 2 Miles of Estimated 27 MPG Average			
Make & Model	**% of Models**	**Make & Model**	**% of Models**
Toyota Highlander Hybrid	79%	Mazda MX-5 Miata	54%
Lexus RX Hybrid	78%	Acura TSX (4-cyl.)	53%
Subaru Outback Wagon (4-cyl.)	66%	Mini Countryman	53%
Mazda CX-5 (2.5L)	65%	Nissan Juke	53%
Mazda3 (2.5L)	65%	Subaru Legacy Sedan (4-cyl.)	53%
Volkswagen GTI (4-cyl.)	60%	Toyota Avalon	52%
Buick Encore	57%	Kia Optima (4-cyl.)	51%
Mazda CX-5 (2.0L)	57%	Kia Soul	51%
Scion xB	56%	Subaru Forester	51%
Honda CRV	54%	Toyota Camry (V6)	51%

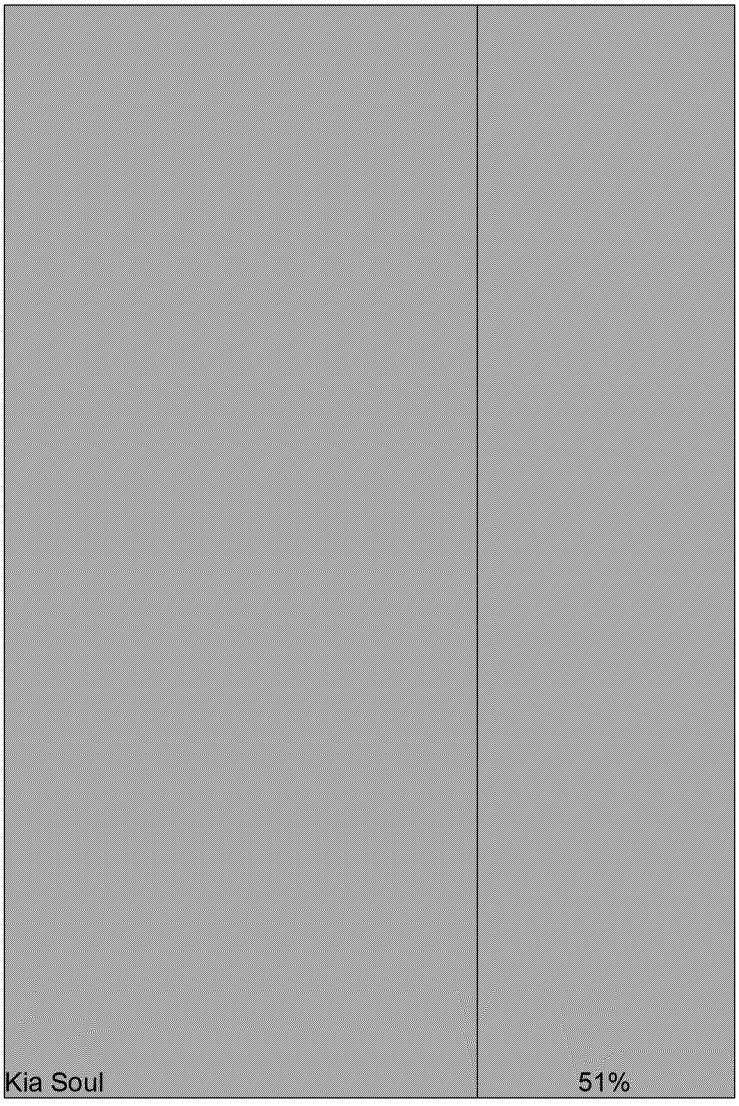
Importance of Fuel Economy in Automotive Purchase Decisions			
Make	**% of Owners who consider MPG to be highly important**	**Make**	**% of Owners who consider MPG to be highly important**
Tesla	72%	Lincoln	37%
Volvo	68%	Lexus	32%
Volkswagen	66%	Acura	29%
Toyota	56%	Audi	29%
Mazda	55%	GMC	28%
Mitsubishi	55%	Chrysler	27%
Honda	52%	Dodge	26%
Hyundai	52%	Buick	25%
Subaru	50%	BMW	24%
Kia	47%	Ram	23%
Fiat	45%	Jeep	21%
Scion	45%	Mercedes-Benz	20%
Ford	43%	Cadillac	14%
Nissan	43%	Infiniti	12%
Chevrolet	39%	Porsche	11%
Mini	39%	All makes	46%

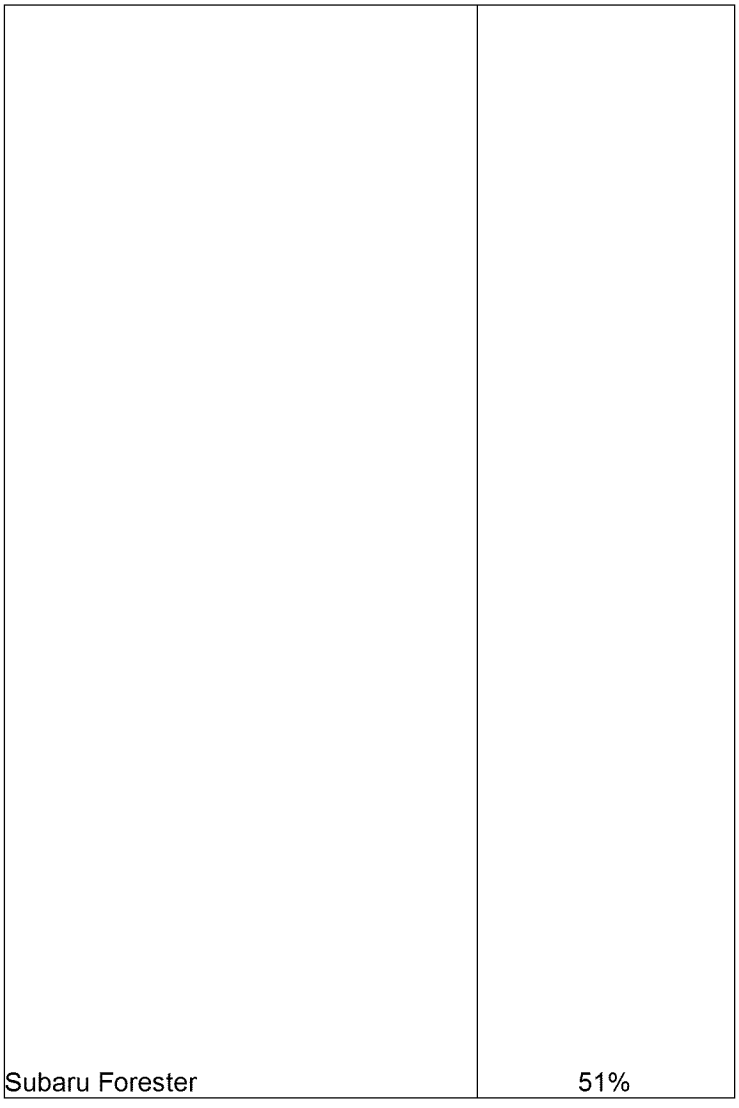
Importance of Fuel Economy in Purchase Decisions

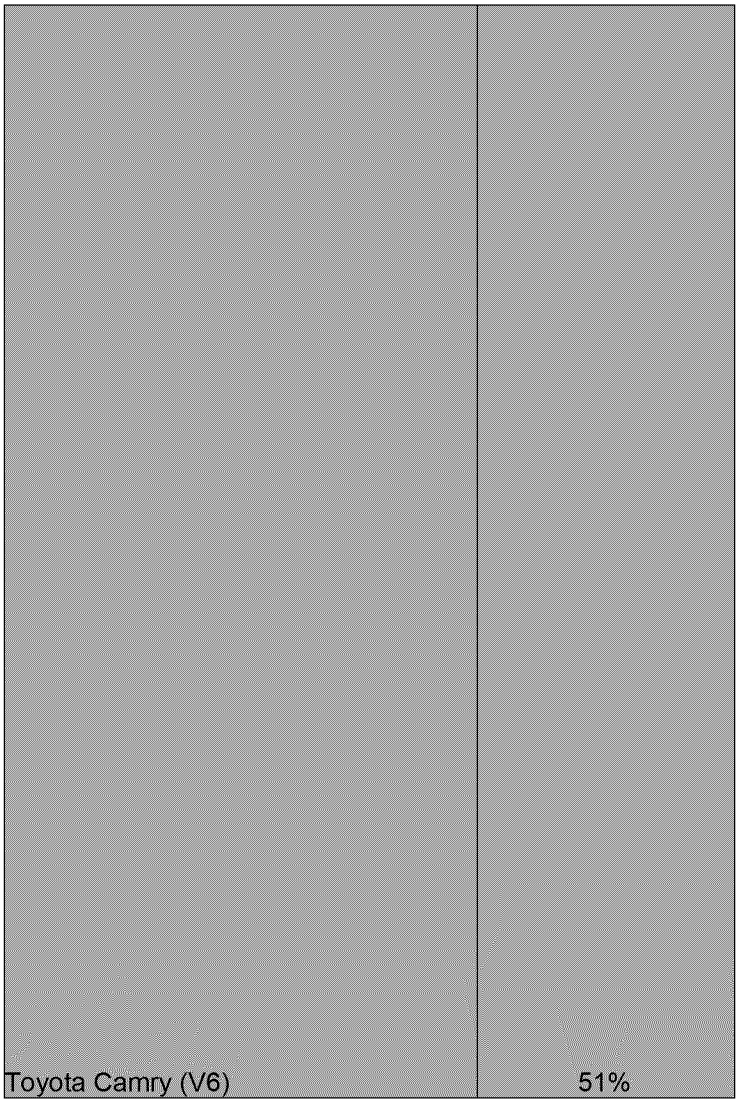


- Extremely important
- Very important
- Moderately important
- Not very important
- Not at all important

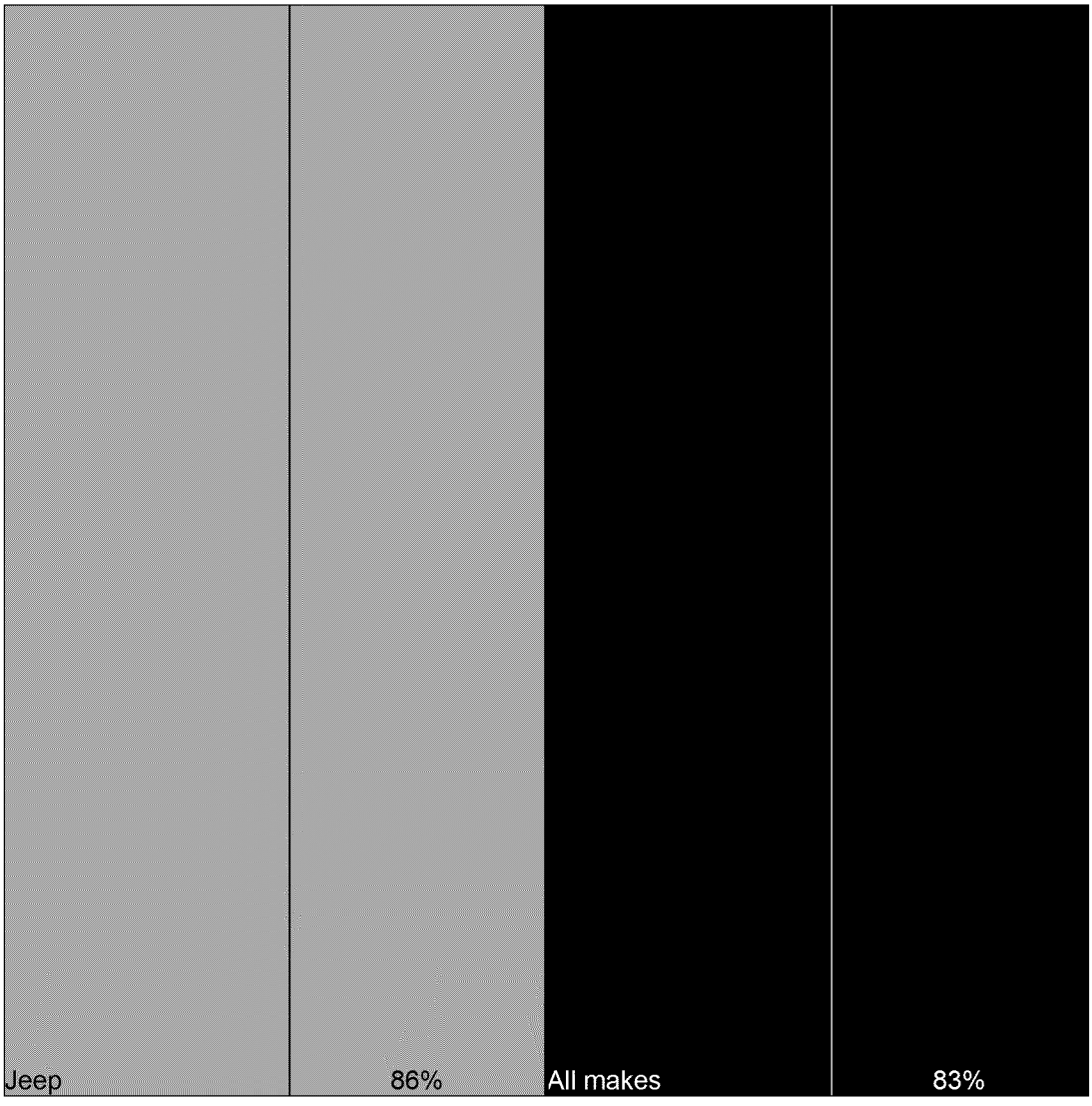
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Volkswagen GTI (4-cyl.)	60%
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Scion xB	56%
Honda CRV	54%
Mazda MX-5 Miata	54%
Acura TSX (4-cyl.)	53%
Mini Countryman	53%
Nissan Juke	53%
Subaru Legacy Sedan (4-cyl.)	53%
Toyota Avalon	52%
Kia Optima (4-cyl.)	51%


Kia Soul
51%

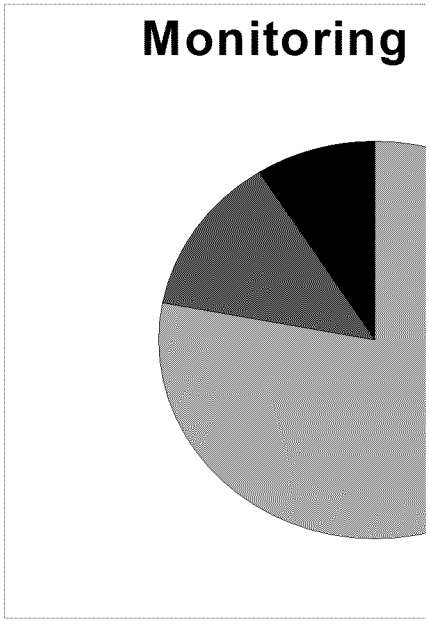

Subaru Forester
51%

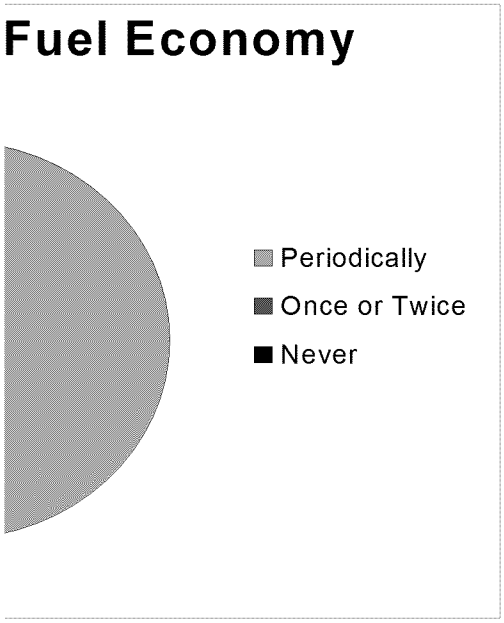

Toyota Camry (V6)
51%

MPG Expectations based On Window Sticker Estimates			
Make	**% of Owners whose MPG Expectation was Met**	**Make**	**% of Owners whose MPG Expectation was Met**
Tesla	98%	Mazda	86%
Porsche	97%	Toyota	86%
Mercedes-Benz	93%	Lexus	85%
Volkswagen	93%	Scion	85%
Audi	91%	Ram	84%
Mini	90%	Cadillac	83%
BMW	89%	Nissan	82%
Chrysler	89%	Buick	81%
Fiat	89%	Chevrolet	81%
Mitsubishi	88%	Infiniti	80%
Volvo	88%	Ford	78%
Acura	87%	Lincoln	78%
Dodge	87%	GMC	75%
Subaru	87%	Hyundai	68%
Honda	86%	Kia	68%

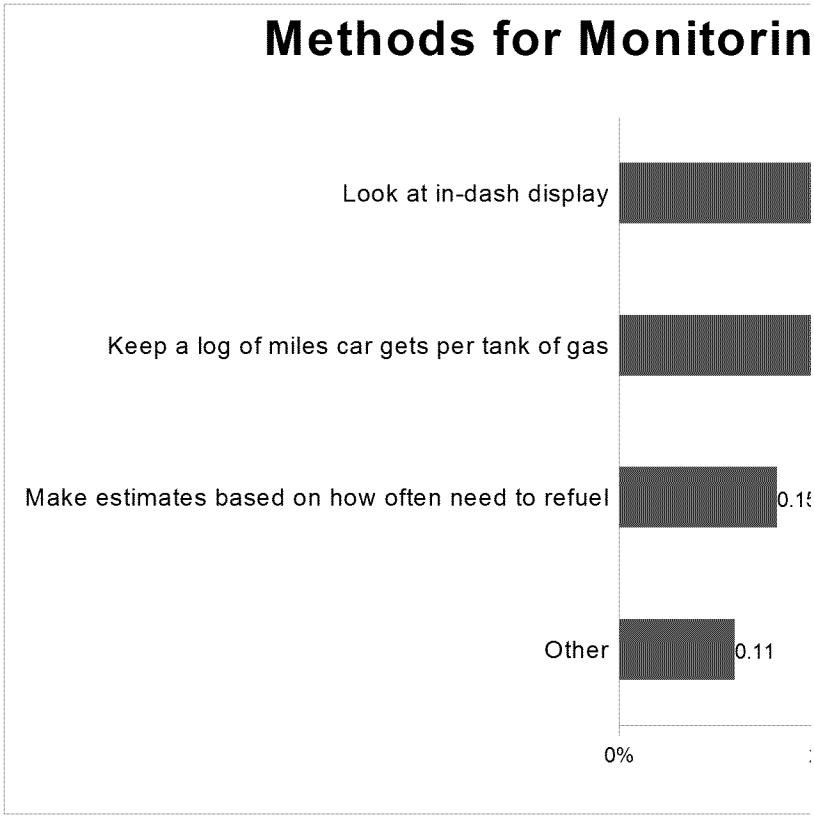

Jeep
86%
All makes
83%

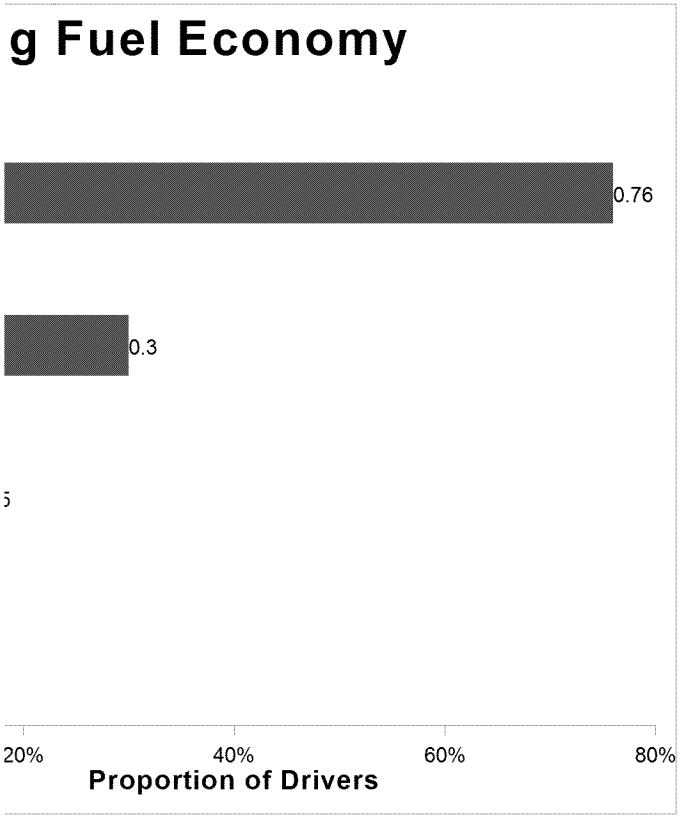
Periodically	78%
Once or Tw	13%
Never	9%



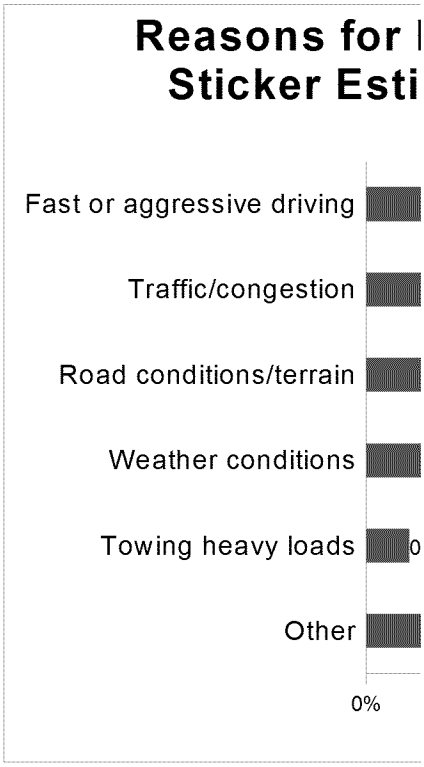

Fuel Economy
Periodically
Once or Twice
Never

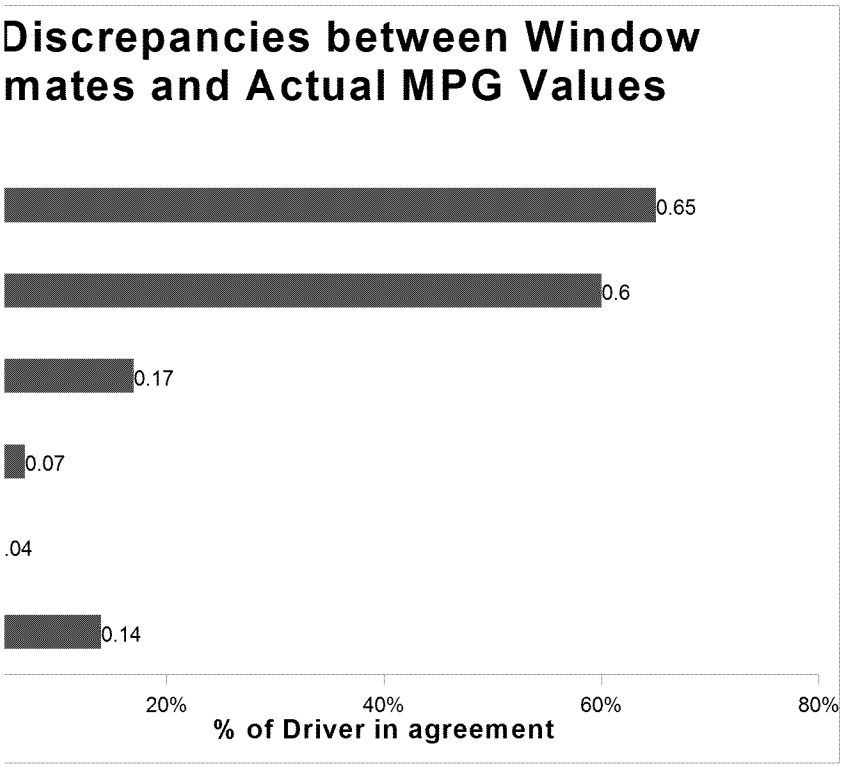
Other	11%
Make estim	15%
Keep a log c	30%
Look at in-d	76%



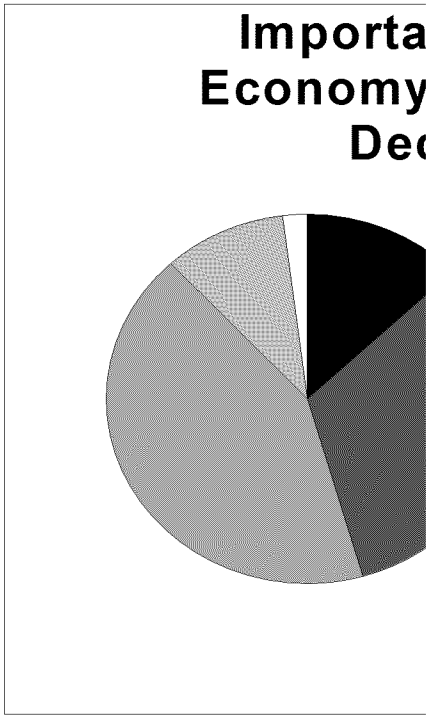

g Fuel Economy
0.76
0.3
5
20%
40%
60%
80%
Proportion of Drivers

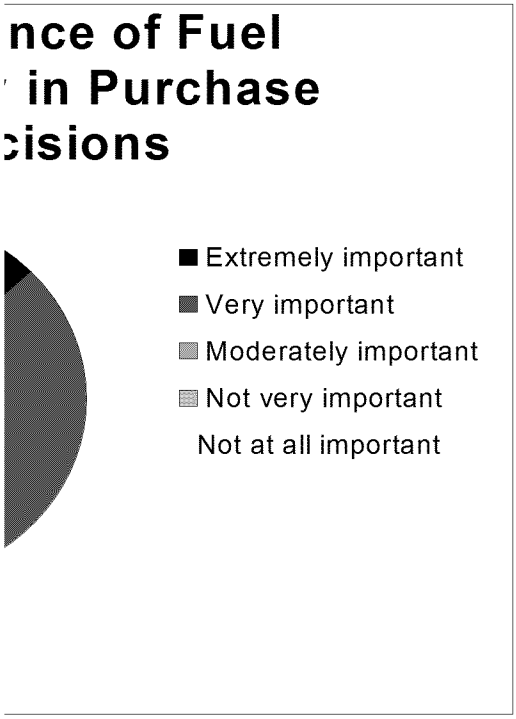
Other	14%
Towing hea	4%
Weather co	7%
Road condit	17%
Traffic/cong	60%
Fast or aggr	65%



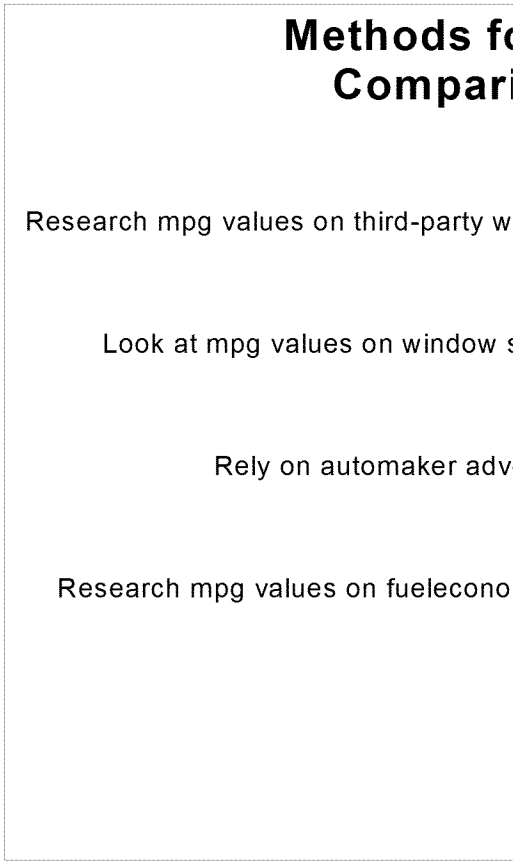

Discrepancies between Window mates and Actual MPG Values
0.65
0.6
0.17
0.07
.04
0.14
20%
40%
60%
80%
% of Driver in agreement

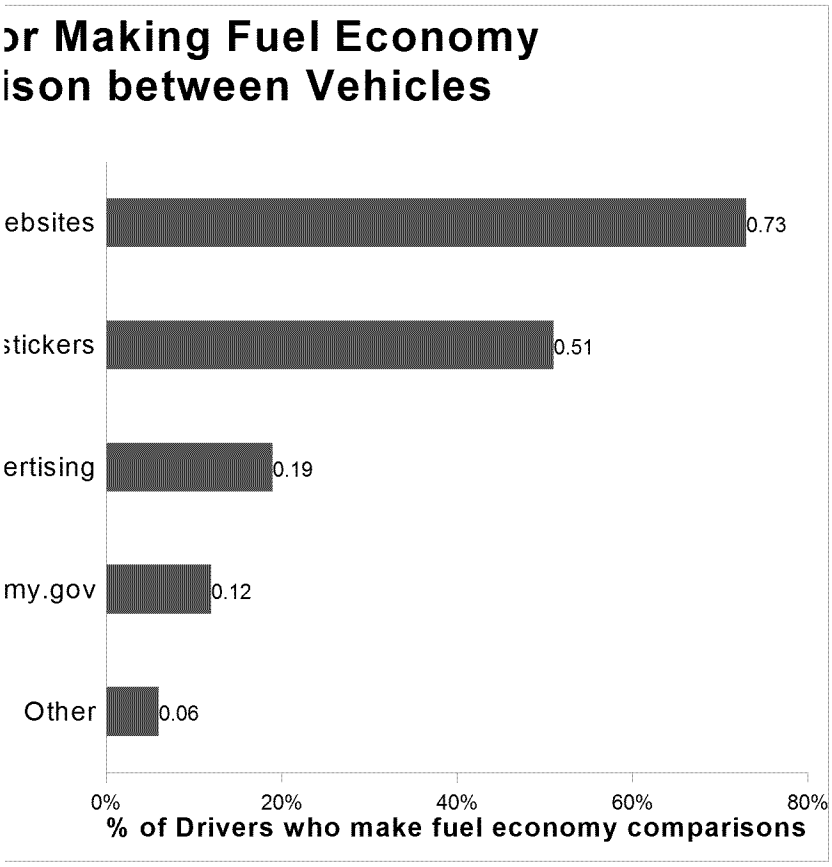
Extremely i	13%
Very import	33%
Moderately	43%
Not very im	10%
Not at all in	2%



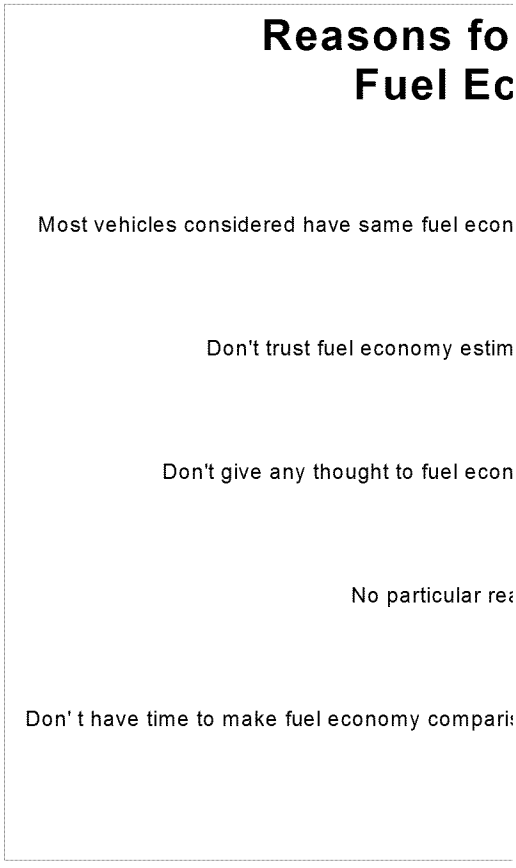

nce of Fuel
in Purchase
cisions
Extremely important
Very important
Moderately important
Not very important
Not at all important

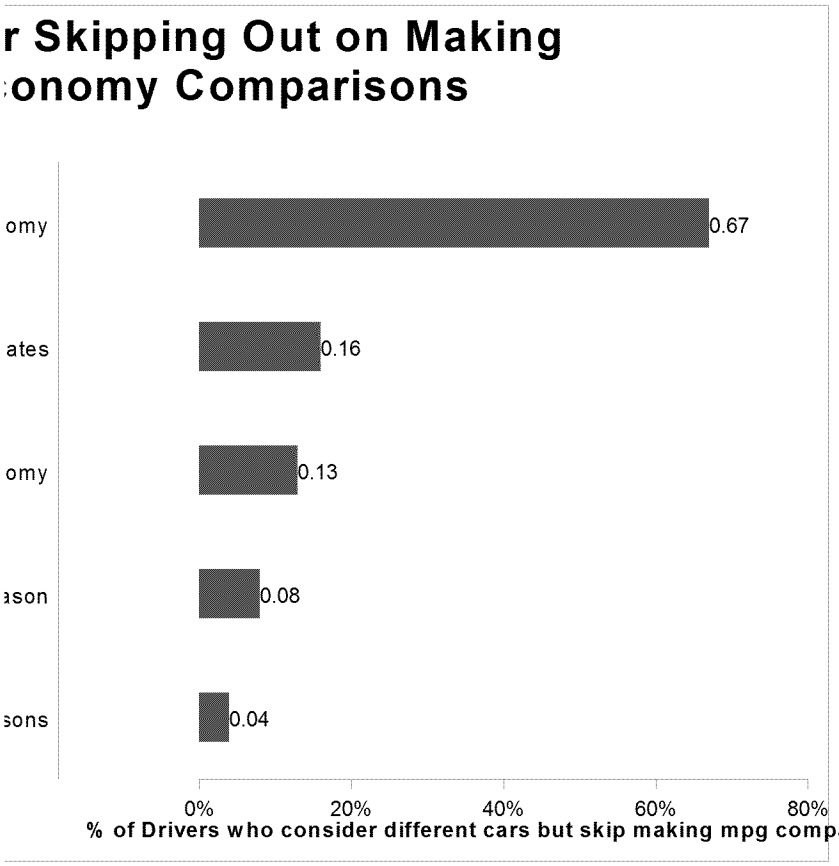
Other	6%
Research m	12%
Rely on aut	19%
Look at mp	51%
Research m	73%



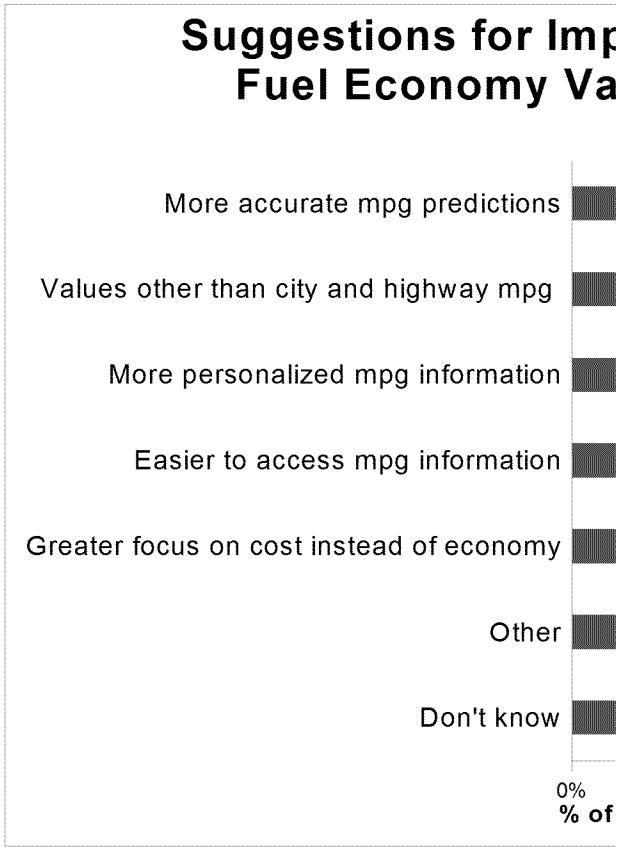

or Making Fuel Economy
ison between Vehicles
ebsites
stickers
ertising
my.gov
Other
0.73
0.51
0.19
0.12
0.06
0%
20%
40%
60%
80%
% of Drivers who make fuel economy comparisons

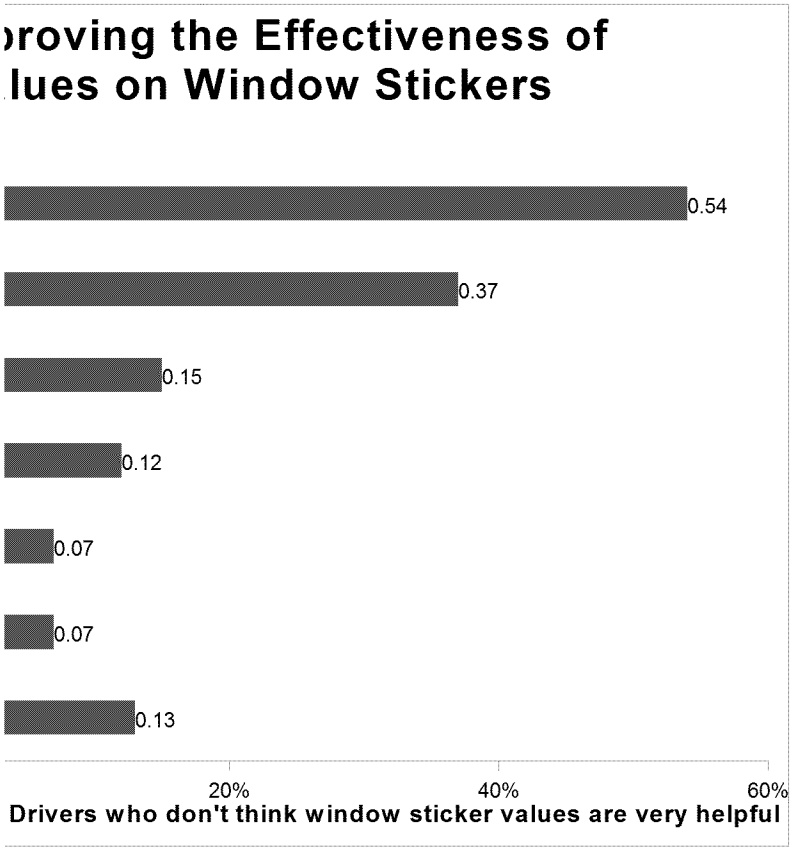
Don' t have	4%
No particul	8%
Don't give a	13%
Don't trust	16%
Most vehicl	67%



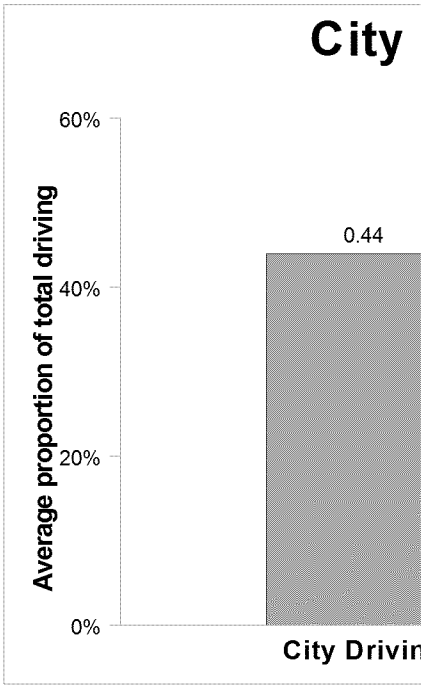

r Skipping Out on Making
onomy Comparisons
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ason
sons
0.67
0.16
0.13
0.08
0.04
0%
20%
40%
60%
80%
% of Drivers who consider different cars but skip making mpg comp

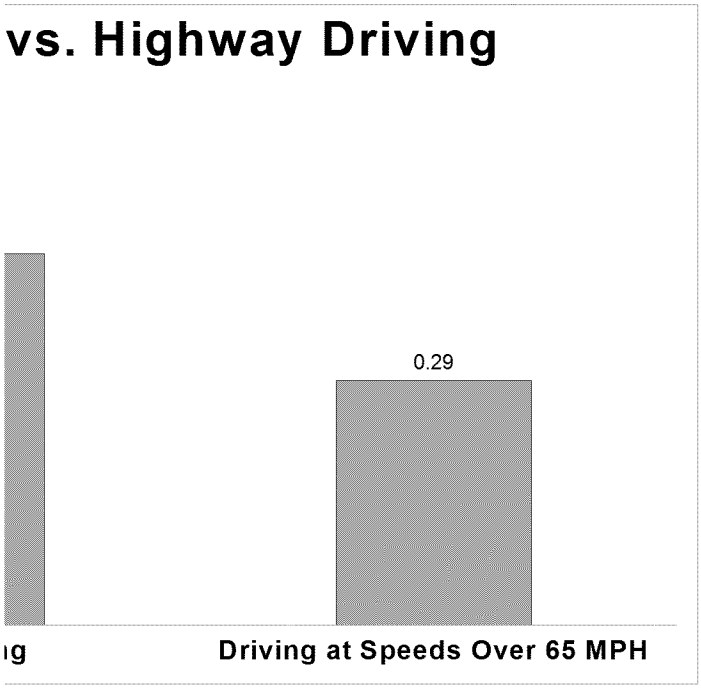
Don't know	13%
Other	7%
Greater foc	7%
Easier to ac	12%
More perso	15%
Values othe	37%
More accur	54%



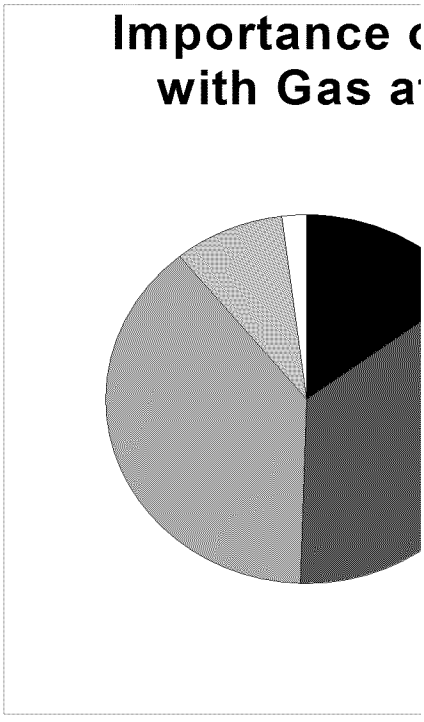

roving the Effectiveness of
lues on Window Stickers
0.54
0.37
0.15
0.12
0.07
0.07
0.13
20%
40%
60%
Drivers who don't think window sticker values are very helpful

City Driving	44%
Driving at S	29%




vs. Highway Driving
0.29
ıg
Driving at Speeds Over 65 MPH

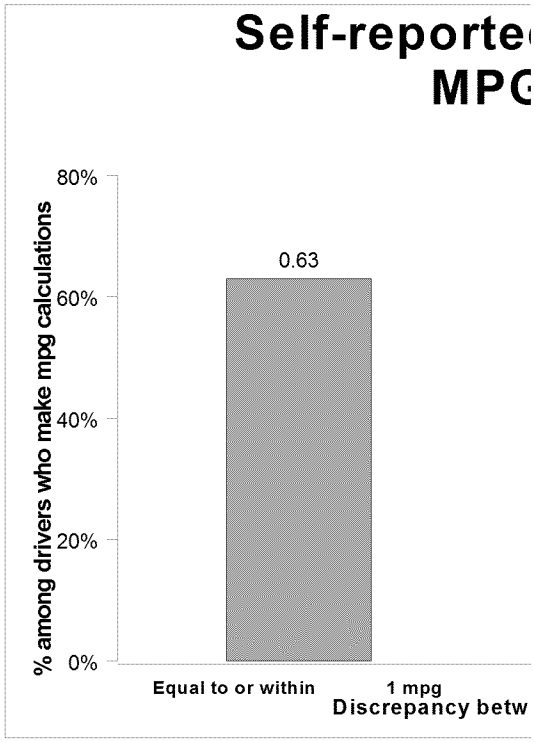
Extremely i	15%
Very import	36%
Moderately	39%
Not very im	9%
Not at all in	2%

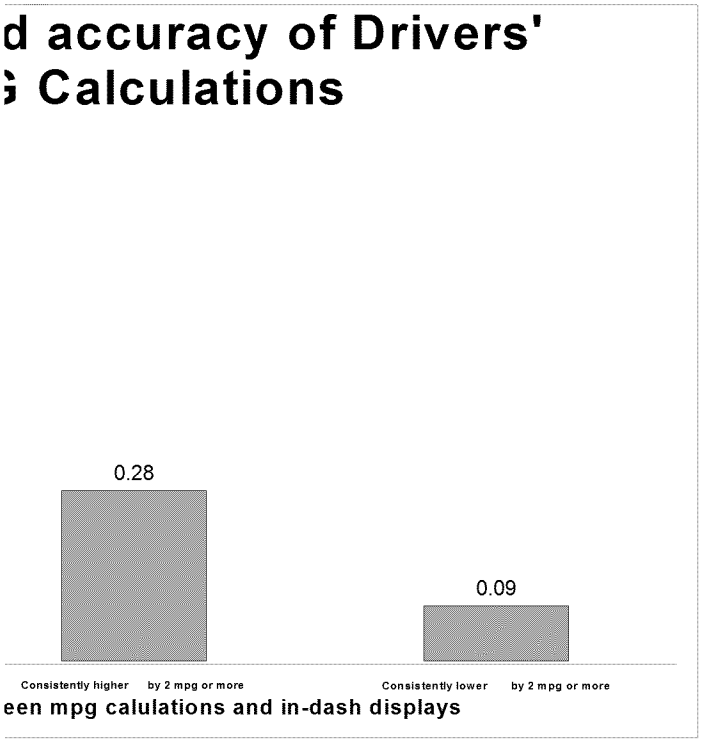


of Fuel Economy
t $3 Per Gallon



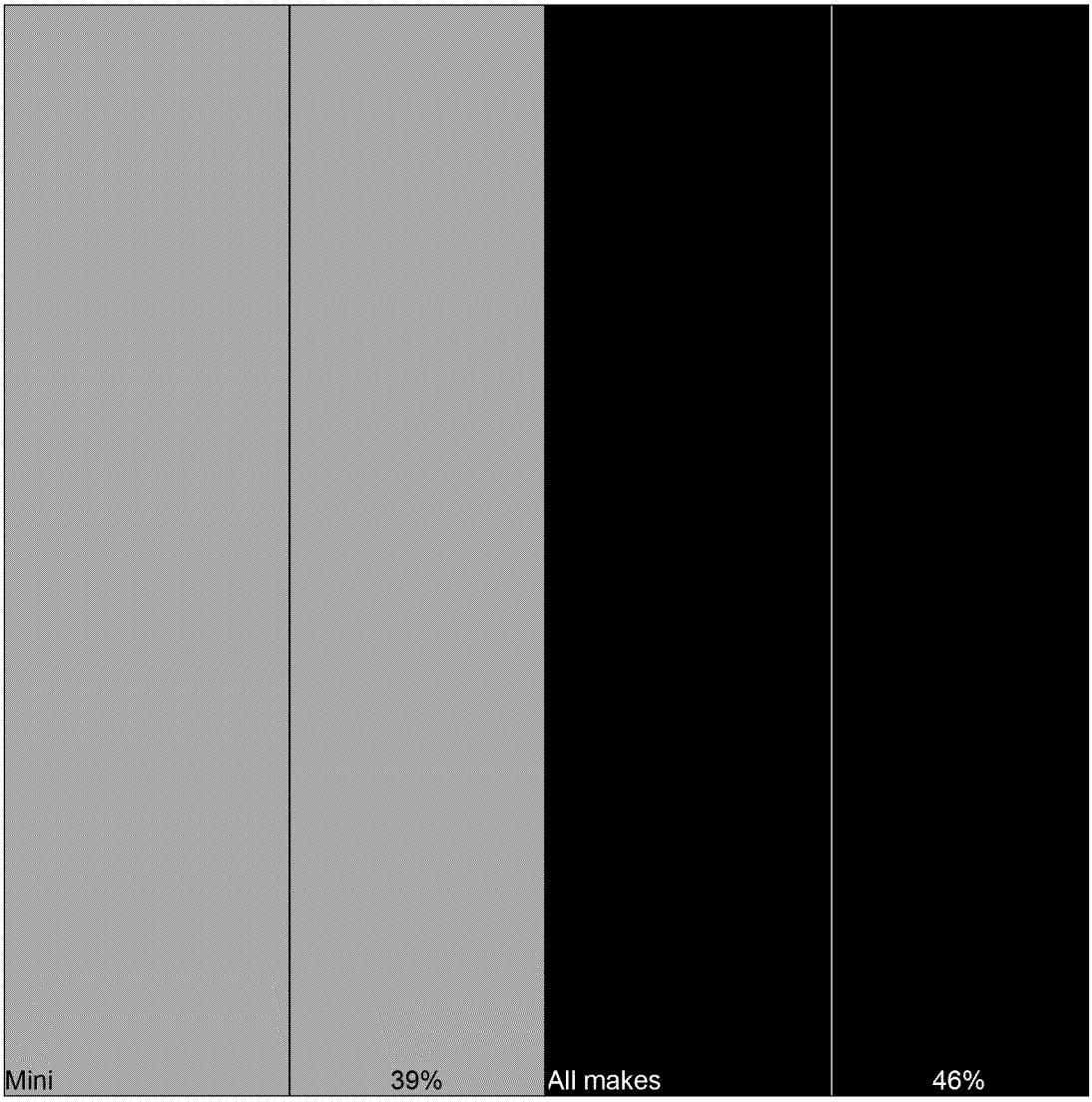
Equal to or	63%
Consistentl	28%
Consistentl	9%




d accuracy of Drivers'
ɜ Calculations
0.28
0.09
Consistently higher by 2 mpg or more
Consistently lower by 2 mpg or more
een mpg calulations and in-dash displays

Car Models within +/- 2 Miles of Estimated 27 MPG Average			
Make & Model	**% of Models**	**Make & Model**	**% of Models**
Toyota Highlander Hybrid	79%	Mazda MX-5 Miata	54%
Lexus RX Hybrid	78%	Acura TSX (4-cyl.)	53%
Subaru Outback Wagon (4-cyl.)	66%	Mini Countryman	53%
Mazda CX-5 (2.5L)	65%	Nissan Juke	53%
Mazda3 (2.5L)	65%	Subaru Legacy Sedan (4-cyl.)	53%
Volkswagen GTI (4-cyl.)	60%	Toyota Avalon	52%
Buick Encore	57%	Kia Optima (4-cyl.)	51%
Mazda CX-5 (2.0L)	57%	Kia Soul	51%
Scion xB	56%	Subaru Forester	51%
Honda CRV	54%	Toyota Camry (V6)	51%

Importance of Fuel Economy in Automotive Purchase Decisions			
Make	**% of Owners who consider MPG to be highly important**	**Make**	**% of Owners who consider MPG to be highly important**
Tesla	72%	Lincoln	37%
Volvo	68%	Lexus	32%
Volkswagen	66%	Acura	29%
Toyota	56%	Audi	29%
Mazda	55%	GMC	28%
Mitsubishi	55%	Chrysler	27%
Honda	52%	Dodge	26%
Hyundai	52%	Buick	25%
Subaru	50%	BMW	24%
Kia	47%	Ram	23%
Fiat	45%	Jeep	21%
Scion	45%	Mercedes-Benz	20%
Ford	43%	Cadillac	14%
Nissan	43%	Infiniti	12%
Chevrolet	39%	Porsche	11%


Mini
39%
All makes
46%

2014 Automotive Fuel Economy Recontact Survey Tabulations - Full Sample

Q#	Question	N	%
I1	**We want to take this opportunity to thank you for taking the time to complete our 2014 Annual Questionnaire this past spring. On that survey you indicated that we could follow-up with you with any further questions we may have regarding your responses. To better serve the needs of subscribers like yourself, we are, therefore, recontacting you to ask that you provide us with additional feedback about your vehicle. Your input to this survey will help us to provide the automotive information you have come to appreciate from Consumer Reports®.**		
Screener	**Do you still own your vehicle?**	**N**	**%**
	Yes	76719	95
	No	3743	5
	Base: All drivers	80,462	100
I2	***This first set of questions focus on the fuel economy of your vehicle.***		
Q1	**Since you bought your vehicle, have you monitored the fuel economy you're actually getting?**	**N**	**%**
	Yes, periodically	59749	78
	Yes, once or twice	10068	13
	No	6821	9
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	76,638	100
Q2	**Which, if any, of the following reasons explain why you haven't monitored the fuel economy you're getting with your vehicle?**	**N**	**%**
	Select ALL that apply.		
	I just haven't thought about it	3706	54
	I trust the fuel economy value that was displayed on the window sticker when I bought my vehicle	703	10
	It's too much effort to measure my vehicle's fuel economy	619	9
	I don't know how to measure my vehicle's fuel economy	214	3
	Other	1755	26
	Base: Drivers who still own their vehicle and have never monitored their car's fuel economy	6,821	
Q3	**Which, if any, of the following ways describe how you've monitored the fuel economy you're getting with your vehicle?**	**N**	**%**
	Select ALL that apply.		
	Look at the in-dash display (for lifetime average or over several trips)	52678	76
	Keep a log of the number of miles my car gets per tank of gas	20954	30
	Make estimate(s) based on how often I need to refuel my car	10372	15
	Other	7860	11
	Don't remember	293	0
	Base: Drivers who still own their vehicle and have monitored their car's fuel economy	69,816	
Q4	**On average, what is the mpg (fuel economy) that you're actually getting with your vehicle?**	**N**	**%**
	Please provide your best estimate. Write in a whole number.		
	Under 20 mpg	12839	17
	20 to 29 mpg	42097	57
	30 to 39 mpg	13560	18
	40 mpg and greater	6043	8
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	74,539	100
	Mean mpg:	**N**	**Mean**
		74539	27
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	74,539	
	Median mpg:	**N**	**Median**
		74539	25
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	74,539	
Q5	**Based on the fuel economy value displayed on the window sticker when you purchased your vehicle, does the mpg you're actually getting meet your expectations?**	**N**	**%**
	Yes it meets my expectations	57658	75
	No it doesn't meet my expectations	11137	15
	I didn't know what to expect, because I didn't look at the window sticker when I bought my vehicle	5305	7
	I didn't know what to expect, because there was no window sticker on my vehicle when I bought it	2301	3
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	76,401	100

VW FOIA, EPA 06/20/2017 2017-FFP_017312

Q6	Q6	**When purchasing your vehicle, how important of a consideration was its fuel economy to you?**	**N**	**%**
		Extremely important	9531	13
		Very important	24923	33
		Moderately important	33006	43
		Not very important	7709	10
		Not at all important	1341	2
		Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	76,510	100
Q7	Q7	**Before purchasing your vehicle, did you compare its fuel economy to other vehicles you were considering?**	**N**	**%**
		Yes	42644	56
		No, because I only considered buying this vehicle	20754	27
		No, even though I considered buying other vehicles	13188	17
		Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	63,398	82.8
Q8	Q8	**Which, if any, of the following reasons explain why you didn't make any fuel economy comparisons between your vehicle and other vehicles?**	**N**	**%**
		Select ALL that apply.		
		I figured that most vehicles I was considering had about the same fuel economy	8845	67
		I don't trust fuel economy estimates	2147	16
		I just didn't give any thought to fuel economy	1742	13
		I don't remember/No particular reason	1014	8
		I had to buy a vehicle right away and didn't have time to make fuel economy comparisons	539	4
		I didn't know how to go about finding information on fuel economy	50	0
		Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	13,188	
Q9	Q9	**Which, if any, of the following scenarios explain how you went about comparing fuel economy values among the vehicles you were considering, before settling on your vehicle?**	**N**	**%**
		Select ALL that apply.		
		Researched fuel economy values on third-party websites (e.g., Consumer Reports, Kelly Blue Book, Edmunds)	31235	73
		Looked at window stickers with fuel economy values	21708	51
		Relied on advertising by automakers and/or dealerships	8018	19
		Researched fuel economy values on fueleconomy.gov	5269	12
		Other	2356	6
		Don't remember	418	1
		Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	42,644	
I3		***This next set of questions deal with your views on automotive fuel economy in general.***		
Q10	Q10	**In general, how close do you expect the overall/combined fuel economy value displayed on automakers' window stickers will match the mpg people actually get when driving their vehicle?**	**N**	**%**
		Exactly	2022	3
		Within 1 - 2 mpg	29467	37
		Within 3 - 4 mpg	32675	41
		5 mpg or more	9748	12
		Don't know	6331	8
		Base: All drivers	80,243	100
Q11	Q11	**In your opinion, which, if any, of the following reasons BEST explain why the mpg people actually get with their vehicle varies from the value reported on automakers' window stickers?**	**N**	**%**
		Select UP TO TWO responses.		
		Fast or aggressive driving	52299	65
		Traffic/congestion	48544	60
		Road conditions/terrain	13470	17
		Weather conditions	5789	7
		Towing heavy loads	3148	4
		Other	11569	14
		Don't know	3365	4
		Base: All drivers	80,462	
Q12	Q12	**When making mpg comparisons between different vehicles, how helpful, in your opinion, are the fuel economy values posted on automakers' window stickers?**	**N**	**%**
		Very helpful	18571	23
		Somewhat helpful	56133	70
		Not at all helpful	4361	5
		Don't know	1307	2
		Base: All drivers	80,372	100

Q13	Q13	**In your opinion, which, if any, of the following suggestions would BEST improve the effectiveness of the fuel economy values displayed on automakers' window stickers?** *Select UP TO TWO responses.*	**N**	**%**
		More accurate fuel economy predictions	41393	51
		Providing values for types of driving other than city and highway mpg	29037	36
		More personalized fuel economy information	11654	15
		Easier to access fuel economy information	9355	12
		Greater focus on fuel cost instead of fuel economy	5713	7
		Other	5769	7
		Don't know	11699	15
		Base: All drivers	80,462	
Q14	Q14	**In your opinion, what way can automakers BEST make the fuel economy information displayed on their window stickers easier to access?** *In 200 characters or less, please provide your response in the text box below.*	**See responses in next tab.**	
Q15	Q15	**Approximately what percentage of your driving is done in the city or in heavy traffic conditions?**	**N**	**%**
		None	691	1
		1% - 10%	8328	10
		11% - 20%	10521	13
		21% - 30%	10600	13
		31% - 40%	7918	10
		41% - 50%	7545	9
		51% - 60%	6556	8
		61% - 70%	8232	10
		71% - 80%	10248	13
		81% - 90%	7157	9
		91% - 100%	2579	3
		Base: All drivers	80,375	100
		Median percentage of driving done in the city or in heavy traffic conditions:	**N**	**Median**
			80375	44%
		Base: All drivers	80,375	
Q16	Q16	**Approximately what percentage of your driving is done at speeds greater than 65 mph?**	**N**	**%**
		None	1083	1
		1% - 10%	10330	13
		11% - 20%	14713	19
		21% - 30%	14805	19
		31% - 40%	11047	14
		41% - 50%	9393	12
		51% - 60%	7305	9
		61% - 70%	5141	7
		71% - 80%	3313	4
		81% - 90%	1364	2
		91% - 100%	370	1
		Base: All drivers	78,864	100
		Median percentage of driving at speeds greater than 65 mph:	**N**	**Median**
			78864	29%
		Base: All drivers	78,864	
Q17	Q17	**When you see the highway mpg number on an automaker's window sticker, what kind of driving do you think this value reflects?**	**N**	**%**
		Driving at an average speed of 55 mph	32255	40
		Steady driving at speeds between 60 and 70 mph	20202	25
		A mix of stop and go driving with speeds occasionally reaching 55 mph or more	11599	14
		A mix of speeds varying between 50 and 80 mph	7706	10
		Other	2704	3
		Don't know	5895	7
		Base: All drivers	80,361	100

Q18	Q18	**When you see the city mpg number on an automaker's window sticker, what kind of driving do you think this value reflects?**	**N**	**%**
		Driving on city streets with stop lights, crosswalks and heavy traffic through short blocks	42176	53
		Small town or suburban road driving through widely-spaced controlled intersections	21342	27
		Driving in stop-and-go rush hour traffic on metro area highways	5297	7
		Other	3014	4
		Don't know	8287	10
		Base: All drivers	80,116	100
Q19	Q19	**Have you ever compared the mpg estimate from your in-dash display for a particular distance traveled, with an mpg value you calculated based on the number of miles you drove and the number of gallons of fuel you purchased over that same distance?**	**N**	**%**
		Yes, and the in-dash value is equal to or within 1 mpg	20852	26
		Yes, and the in-dash display value is consistently higher by 2 mpg or more	9345	12
		Yes, and the in-dash display is consistently lower by 2 mpg or more	2917	4
		No	43437	54
		Unsure	3582	5
		Base: All drivers	80,133	100
Q20	Q20	**Gas prices are currently around $3 per gallon nationally. Knowing this, if you were to purchase a vehicle today, how important of a factor would fuel economy be in determining the vehicle you'd choose?**	**N**	**%**
		Extremely important	12179	15
		Very important	28726	36
		Moderately important	30978	39
		Not very important	7008	9
		Not at all important	1395	2
		Base: All drivers	80,286	100
Gender	Gender	**Your sex:**	**N**	**%**
		Male	63605	80
		Female	16189	20
		Base: All drivers	79,794	100
Age	Age	**Your age at last birthday:**	**N**	**%**
		18 to 29	527	1
		30 to 44	5053	7
		45 to 64	31306	40
		65 and older	41207	53
		Base: All drivers	78,093	100
		Mean age:	**N**	**Mean**
			78093	63
		Base: All drivers	78,093	
Region	Region	**Census region in which respondent currently lives:**	**N**	**%**
		South	27950	36
		West	18577	24
		Midwest	16635	21
		Northeast	15650	20
		Base: All drivers	78,812	100

2014 Automotive Fuel Economy Recontact Survey Tabulations - Age Differences

Q#	Question	18 - 29 %	30 - 44 %	45 - 64 %	65+ %
I1	**We want to take this opportunity to thank you for taking the time to complete our 2014 Annual Questionnaire this past spring. On that survey you indicated that we could follow-up with you with any further questions we may have regarding your responses. To better serve the needs of subscribers like yourself, we are, therefore, recontacting you to ask that you provide us with additional feedback about your vehicle. Your input to this survey will help us to provide the automotive information you have come to appreciate from Consumer Reports®.**				
I2	***This first set of questions focus on the fuel economy of your vehicle.***				
Q1	**Since you bought your vehicle, have you monitored the fuel economy you're actually getting?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Yes, periodically	78	78	78	78
	Yes, once or twice	14	13	13	13
	No	8	9	9	9
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	509	4783	29912	39173
Q2	**Which, if any, of the following reasons explain why you haven't monitored the fuel economy you're getting with your vehicle?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Select ALL that apply.				
	I just haven't thought about it		55	55	53
	It's too much effort to measure my vehicle's fuel economy	Insufficient	15	10	8
	I trust the fuel economy value that was displayed on the window sticker when I bought my vehicle	sampe to	9	10	11
	I don't know how to measure my vehicle's fuel economy	report data.	5	3	3
	Other		19	25	27
	Base: Drivers who still own their vehicle and have never monitored their car's fuel economy		434	2710	3334
Q3	**Which, if any, of the following ways describe how you've monitored the fuel economy you're getting with your vehicle?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Select ALL that apply.				
	Look at the in-dash display (for lifetime average or over several trips)	85	84	79	72
	Keep a log of the number of miles my car gets per tank of gas	32	29	29	31
	Make estimate(s) based on how often I need to refuel my car	24	22	17	12
	Other	8	9	11	12
	Don't remember	0	0	0	1
	Base: Drivers who still own their vehicle and have monitored their car's fuel economy	466	4349	27202	35838
Q4	**On average, what is the mpg (fuel economy) that you're actually getting with your vehicle?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Please provide your best estimate. Write in a whole number.				
	Under 20 mpg	10	24	18	16
	20 to 29 mpg	49	52	54	59
	30 to 39 mpg	33	17	19	17
	40 mpg and greater	7	7	8	8
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	495	4628	29157	38140
	Mean mpg:	**18 - 29 Mean**	**30 - 44 Mean**	**45 - 64 Mean**	**65+ Mean**
		29	26	27	26
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	495	4628	29157	38140
	Median mpg:	**18 - 29 Median**	**30 - 44 Median**	**45 - 64 Median**	**65+ Median**
		28	24	25	25
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	495	4628	29157	38140
Q5	**Based on the fuel economy value displayed on the window sticker when you purchased your vehicle, does the mpg you're actually getting meet your expectations?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Yes it meets my expectations	79	73	76	76
	No it doesn't meet my expectations	13	18	15	13
	I didn't know what to expect, because I didn't look at the window sticker when I bought my vehicle	5	6	6	8
	I didn't know what to expect, because there was no window sticker on my vehicle when I bought it	3	3	3	3
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	509	4766	29829	39075

Q6	**When purchasing your vehicle, how important of a consideration was its fuel economy to you?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Extremely important	16	16	15	10
	Very important	39	31	34	32
	Moderately important	34	40	40	46
	Not very important	10	12	9	11
	Not at all important	2	2	2	2
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	509	4781	29897	39074
Q7	**Before purchasing your vehicle, did you compare its fuel economy to other vehicles you were considering?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Yes	69	67	61	50
	No, even though I considered buying other vehicles	13	16	16	18
	No, because I only considered buying this vehicle	18	17	23	32
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	509	4782	29903	39139
Q8	**Which, if any, of the following reasons explain why you didn't make any fuel economy comparisons between your vehicle and other vehicles?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Select ALL that apply.				
	I figured that most vehicles I was considering had about the same fuel economy		69	69	66
	I don't trust fuel economy estimates		13	15	18
	I just didn't give any thought to fuel economy	Insufficient sampe to report data.	17	13	13
	I don't remember/No particular reason		6	7	8
	I had to buy a vehicle right away and didn't have time to make fuel economy comparisons		4	5	4
	I didn't know how to go about finding information on fuel economy		1	0	0
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire		777	4775	7091
Q9	**Which, if any, of the following scenarios explain how you went about comparing fuel economy values among the vehicles you were considering, before settling on your vehicle?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Select ALL that apply.				
	Researched fuel economy values on third-party websites (e.g., Consumer Reports, Kelly Blue Book, Edmunds)	77	79	75	71
	Looked at window stickers with fuel economy values	50	52	53	49
	Relied on advertising by automakers and/or dealerships	23	26	21	16
	Researched fuel economy values on fueleconomy.gov	27	22	14	9
	Other	4	5	5	6
	Don't remember	1	1	1	1
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	353	3202	18348	19556
I3	***This next set of questions deal with your views on automotive fuel economy in general.***				
Q10	**In general, how close do you expect the overall/combined fuel economy value displayed on automakers' window stickers will match the mpg people actually get when driving their vehicle?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Exactly	4	4	3	2
	Within 1 - 2 mpg	35	40	38	35
	Within 3 - 4 mpg	47	41	41	41
	5 mpg or more	9	11	12	12
	Don't know	6	4	6	9
	Base: All drivers	527	5050	31261	41062
Q11	**In your opinion, which, if any, of the following reasons BEST explain why the mpg people actually get with their vehicle varies from the value reported on automakers' window stickers?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Select UP TO TWO responses.				
	Fast or aggressive driving	77	73	67	63
	Traffic/congestion	72	66	61	59
	Road conditions/terrain	16	14	17	17
	Weather conditions	7	7	7	7
	Towing heavy loads	3	4	4	4
	Other	9	14	15	14
	Don't know	2	2	3	5
	Base: All drivers	527	5053	31306	41207

Q12	**When making mpg comparisons between different vehicles, how helpful, in your opinion, are the fuel economy values posted on automakers' window stickers?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Very helpful	25	27	27	20
	Somewhat helpful	67	67	67	72
	Not at all helpful	6	5	4	6
	Don't know	2	1	1	2
	Base: All drivers	527	5051	31284	41166
Q13	**In your opinion, which, if any, of the following suggestions would BEST improve the effectiveness of the fuel economy values displayed on automakers' window stickers?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Select UP TO TWO responses.				
	More accurate fuel economy predictions	50	55	53	50
	Providing values for types of driving other than city and highway mpg	45	42	36	35
	More personalized fuel economy information	23	19	14	14
	Easier to access fuel economy information	10	9	11	12
	Greater focus on fuel cost instead of fuel economy	11	10	7	7
	Other	6	7	7	7
	Don't know	11	10	14	15
	Base: All drivers	527	5053	31306	41207
Q14	**In your opinion, what way can automakers BEST make the fuel economy information displayed on their window stickers easier to access?**				
	In 200 characters or less, please provide your response in the text box below.				
Q15	**Approximately what percentage of your driving is done in the city or in heavy traffic conditions?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	None	1	0	1	1
	1% - 10%	7	8	11	11
	11% - 20%	12	11	13	13
	21% - 30%	11	13	13	13
	31% - 40%	13	9	10	10
	41% - 50%	10	11	9	9
	51% - 60%	9	9	8	8
	61% - 70%	13	11	10	10
	71% - 80%	14	15	13	13
	81% - 90%	8	10	9	9
	91% - 100%	3	3	3	3
	Base: All drivers	527	5053	31289	41167
	Median percentage of driving done in the city or in heavy traffic conditions:	**18 - 29 Median**	**30 - 44 Median**	**45 - 64 Median**	**65+ Median**
		47%	48%	43%	43%
	Base: All drivers	527	5053	31289	41167
Q16	**Approximately what percentage of your driving is done at speeds greater than 65 mph?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	None	1	1	1	2
	1% - 10%	13	11	13	13
	11% - 20%	16	18	19	19
	21% - 30%	18	19	18	19
	31% - 40%	14	14	14	14
	41% - 50%	13	13	12	12
	51% - 60%	9	10	9	9
	61% - 70%	7	7	7	6
	71% - 80%	6	6	5	4
	81% - 90%	3	2	2	1
	91% - 100%	1	1	0	0
	Base: All drivers	525	5029	30906	40128
	Median percentage of driving at speeds greater than 65 mph:	**18 - 29 Median**	**30 - 44 Median**	**45 - 64 Median**	**65+ Median**
		33%	32%	29%	29%
	Base: All drivers	525	5029	30906	40128

Q17	**When you see the highway mpg number on an automaker's window sticker, what kind of driving do you think this value reflects?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Driving at an average speed of 55 mph	42	45	44	37
	Steady driving at speeds between 60 and 70 mph	32	34	27	22
	A mix of stop and go driving with speeds occasionally reaching 55 mph or more	8	6	11	18
	A mix of speeds varying between 50 and 80 mph	12	9	9	10
	Other	3	2	3	3
	Don't know	2	3	5	9
	Base: All drivers	527	5047	31280	41167
Q18	**When you see the city mpg number on an automaker's window sticker, what kind of driving do you think this value reflects?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Driving on city streets with stop lights, crosswalks and heavy traffic through short blocks	56	54	54	51
	Small town or suburban road driving through widely-spaced controlled intersections	35	33	28	25
	Driving in stop-and-go rush hour traffic on metro area highways	5	6	6	7
	Other	2	2	4	4
	Don't know	2	5	8	12
	Base: All drivers	527	5045	31229	40990
Q19	**Have you ever compared the mpg estimate from your in-dash display for a particular distance traveled, with an mpg value you calculated based on the number of miles you drove and the number of gallons of fuel you purchased over that same distance?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Yes, and the in-dash value is equal to or within 1 mpg	24	25	26	26
	Yes, and the in-dash display value is consistently higher by 2 mpg or more	11	11	12	12
	Yes, and the in-dash display is consistently lower by 2 mpg or more	5	4	3	4
	No	53	55	55	54
	Unsure	6	5	4	4
	Base: All drivers	526	5047	31226	41018
Q20	**Gas prices are currently around $3 per gallon nationally. Knowing this, if you were to purchase a vehicle today, how important of a factor would fuel economy be in determining the vehicle you'd choose?**	**18 - 29 %**	**30 - 44 %**	**45 - 64 %**	**65+ %**
	Extremely important	20	20	18	12
	Very important	42	35	38	34
	Moderately important	29	35	35	42
	Not very important	7	8	7	10
	Not at all important	2	2	1	2
	Base: All drivers	527	5048	31271	41114

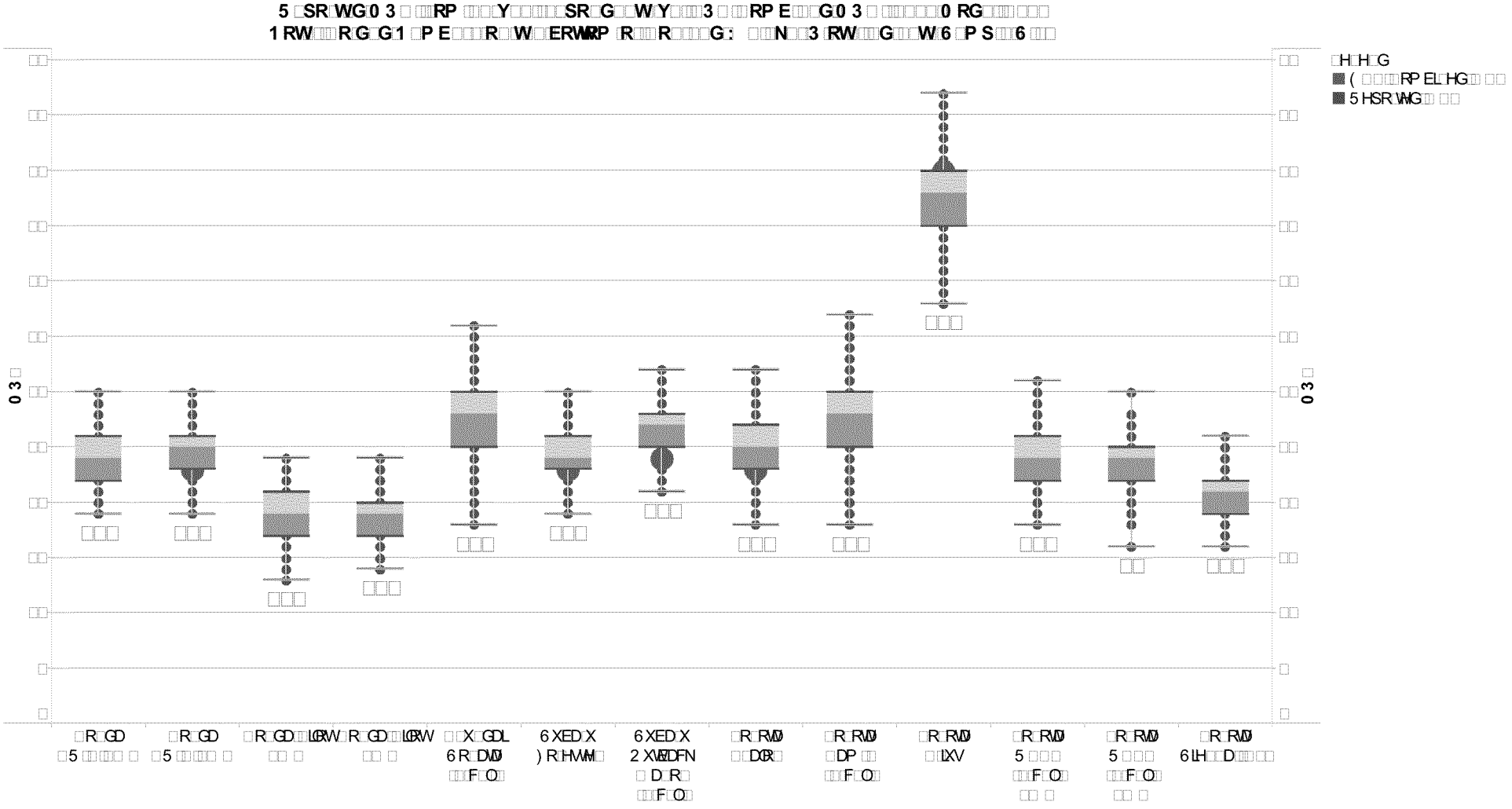
2014 Automotive Fuel Economy Recontact Survey Tabulations - Regional Differences

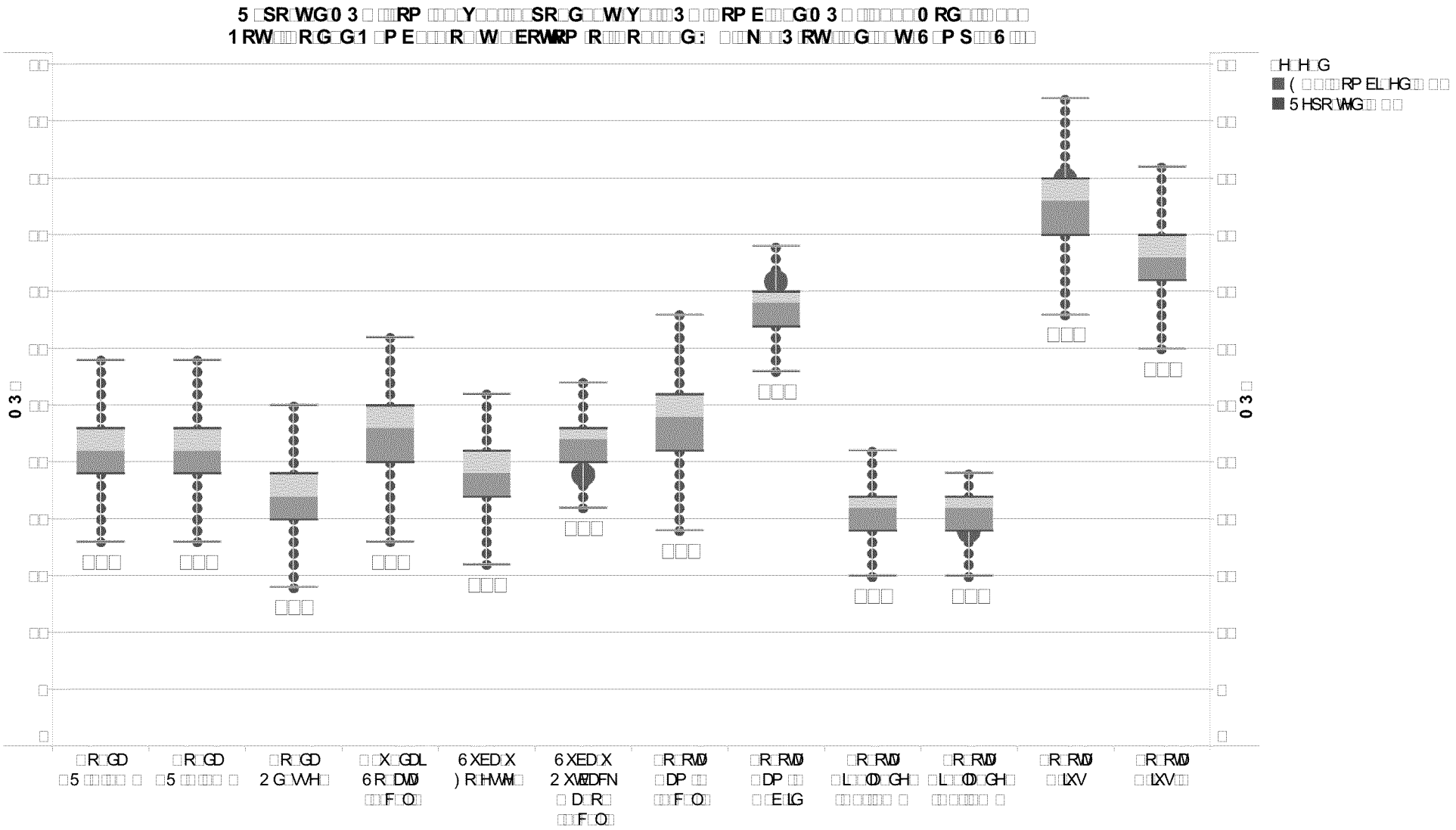
Q#	Question	Northeast %	South %	Midwest %	West %
I1	**We want to take this opportunity to thank you for taking the time to complete our 2014 Annual Questionnaire this past spring. On that survey you indicated that we could follow-up with you with any further questions we may have regarding your responses. To better serve the needs of subscribers like yourself, we are, therefore, recontacting you to ask that you provide us with additional feedback about your vehicle. Your input to this survey will help us to provide the automotive information you have come to appreciate from Consumer Reports®.**				
I2	***This first set of questions focus on the fuel economy of your vehicle.***				
Q1	**Since you bought your vehicle, have you monitored the fuel economy you're actually getting?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Yes, periodically	77	78	79	78
	Yes, once or twice	13	13	13	13
	No	10	9	8	9
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	14918	26463	15829	17863
Q2	**Which, if any, of the following reasons explain why you haven't monitored the fuel economy you're getting with your vehicle?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Select ALL that apply.				
	I just haven't thought about it	54	54	56	54
	I trust the fuel economy value that was displayed on the window sticker when I bought my vehicle	11	10	11	10
	It's too much effort to measure my vehicle's fuel economy	9	10	9	9
	I don't know how to measure my vehicle's fuel economy	4	3	3	3
	Other	27	26	24	26
	Base: Drivers who still own the vehicle and have never monitored their car's fuel economy	1480	2328	1247	1554
Q3	**Which, if any, of the following ways describe how you've monitored the fuel economy you're getting with your vehicle?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Select ALL that apply.				
	Look at the in-dash display (for lifetime average or over several trips)	75	75	77	75
	Keep a log of the number of miles my car gets per tank of gas	29	30	31	31
	Make estimate(s) based on how often I need to refuel my car	17	15	13	15
	Other	10	11	11	12
	Don't remember	0	0	0	0
	Base: Drivers who still own the vehicle and have monitored their car's fuel economy	13438	24134	14582	16309
Q4	**On average, what is the mpg (fuel economy) that you're actually getting with your vehicle?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Please provide your best estimate. Write in a whole number.				
	Under 20 mpg	15	18	16	18
	20 to 29 mpg	58	57	58	54
	30 to 39 mpg	19	18	19	18
	40 mpg and greater	8	7	8	10
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	14505	25823	15503	17254
	Mean mpg:	**Northeast Mean**	**South Mean**	**Midwest Mean**	**West Mean**
		27	26	26	27
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	14505	25823	15503	17254
	Median mpg:	**Northeast Median**	**South Median**	**Midwest Median**	**West Median**
		25	25	25	25
	Base: Drivers who still own the vehicle on which they reported on the 2014 Annual Questionnaire	14505	25823	15503	17254
Q5	**Based on the fuel economy value displayed on the window sticker when you purchased your vehicle, does the mpg you're actually getting meet your expectations?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Yes it meets my expectations	74	76	77	75
	No it doesn't meet my expectations	16	14	14	15
	I didn't know what to expect, because I didn't look at the window sticker when I bought my vehicle	7	7	6	7
	I didn't know what to expect, because there was no window sticker on my vehicle when I bought it	3	3	3	3
	Base: Drivers who still owns the vehicle on which they reported on the 2014 Annual Questionnaire	14863	26396	15794	17810

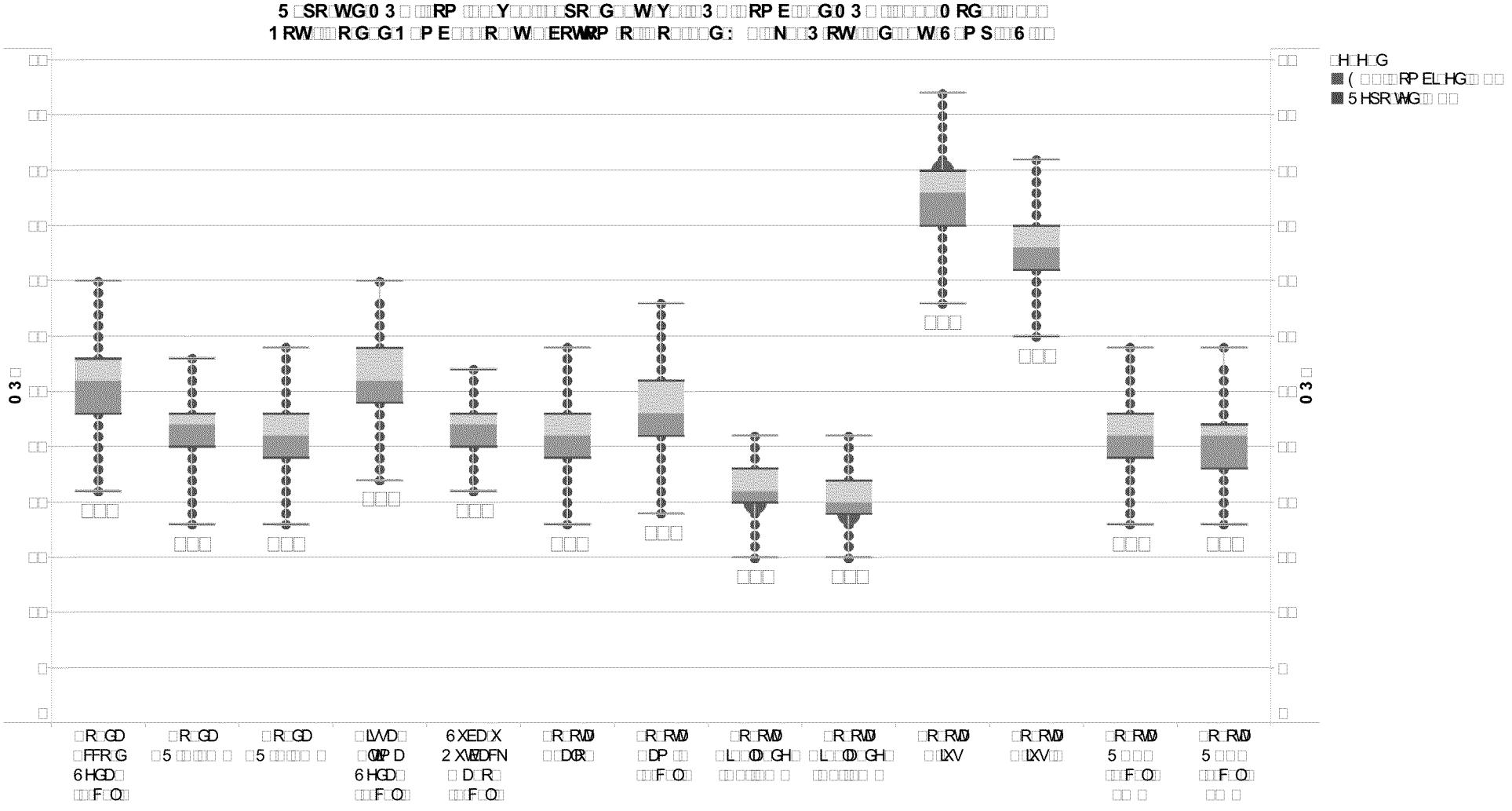
Q6	**When purchasing your vehicle, how important of a consideration was its fuel economy to you?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Extremely important	13	12	12	14
	Very important	32	32	33	33
	Moderately important	43	44	44	42
	Not very important	10	10	9	11
	Not at all important	2	2	1	2
	Base: Drivers who still owns the vehicle on which they reported on the 2014 Annual Questionnaire	14891	26423	15804	17838
Q7	**Before purchasing your vehicle, did you compare its fuel economy to other vehicles you were considering?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Yes	55	54	57	58
	No, because I only considered buying this vehicle	29	28	26	26
	No, even though I considered buying other vehicles	17	18	17	16
	Base: Drivers who still owns the vehicle on which they reported on the 2014 Annual Questionnaire	14913	26443	15818	17853
Q8	**Which, if any, of the following reasons explain why you didn't make any fuel economy comparisons between your vehicle and other vehicles?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Select ALL that apply.				
	I figured that most vehicles I was considering had about the same fuel economy	68	66	69	67
	I don't trust fuel economy estimates	16	16	17	16
	I just didn't give any thought to fuel economy	12	14	12	14
	I don't remember/No particular reason	7	8	7	7
	I had to buy a vehicle right away and didn't have time to make fuel economy comparisons	5	4	4	4
	I didn't know how to go about finding information on fuel economy	0	0	0	0
	Base: Drivers who still owns the vehicle on which they reported on the 2014 Annual Questionnaire	2500	4795	2661	2921
Q9	**Which, if any, of the following scenarios explain how you went about comparing fuel economy values among the vehicles you were considering, before settling on your vehicle?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Select ALL that apply.				
	Researched fuel economy values on third-party websites (e.g., Consumer Reports, Kelly Blue Book, Edmunds)	74	73	71	75
	Looked at window stickers with fuel economy values	49	51	54	49
	Relied on advertising by automakers and/or dealerships	20	18	20	19
	Researched fuel economy values on fueleconomy.gov	12	12	13	12
	Other	6	5	5	6
	Don't remember	1	1	1	1
	Base: Drivers who still owns the vehicle on which they reported on the 2014 Annual Questionnaire	8142	14325	9020	10289
I3	***This next set of questions deal with your views on automotive fuel economy in general.***				
Q10	**In general, how close do you expect the overall/combined fuel economy value displayed on automakers' window stickers will match the mpg people actually get when driving their vehicle?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Exactly	3	2	3	3
	Within 1 - 2 mpg	35	38	39	35
	Within 3 - 4 mpg	41	41	41	41
	5 mpg or more	13	12	11	13
	Don't know	8	8	7	9
	Base: All drivers	15601	27886	16602	18531
Q11	**In your opinion, which, if any, of the following reasons BEST explain why the mpg people actually get with their vehicle varies from the value reported on automakers' window stickers?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Select UP TO TWO responses.				
	Fast or aggressive driving	62	66	67	65
	Traffic/congestion	60	63	57	60
	Road conditions/terrain	19	15	15	19
	Weather conditions	9	4	14	5
	Towing heavy loads	3	4	5	4
	Other	15	14	13	16
	Don't know	4	4	4	4
	Base: Drivers who still owns the vehicle on which they reported on the 2014 Annual Questionnaire	15650	27950	16635	18577

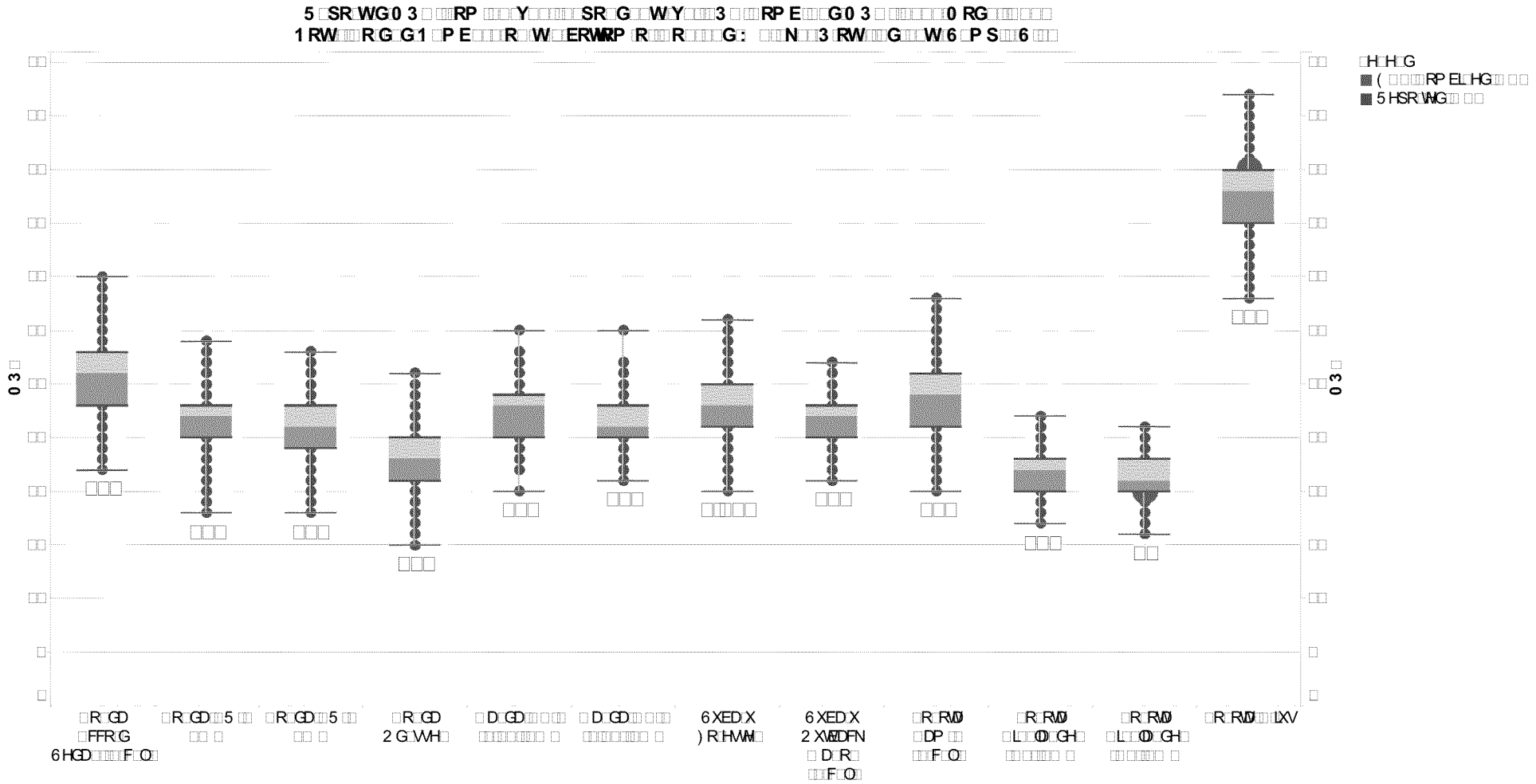
Q12	**When making mpg comparisons between different vehicles, how helpful, in your opinion, are the fuel economy values posted on automakers' window stickers?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Very helpful	22	23	24	23
	Somewhat helpful	70	70	70	69
	Not at all helpful	6	5	5	5
	Don't know	2	2	1	2
	Base: All drivers	15627	27930	16624	18566
Q13	**In your opinion, which, if any, of the following suggestions would BEST improve the effectiveness of the fuel economy values displayed on automakers' window stickers?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Select UP TO TWO responses.				
	More accurate fuel economy predictions	51	52	51	52
	Providing values for types of driving other than city and highway mpg	38	35	36	36
	More personalized fuel economy information	15	14	15	14
	Easier to access fuel economy information	12	12	12	11
	Greater focus on fuel cost instead of fuel economy	8	7	7	7
	Other	7	7	7	8
	Don't know	13	15	15	14
	Base: All drivers	15650	27950	16635	18577
Q14	**In your opinion, what way can automakers BEST make the fuel economy information displayed on their window stickers easier to access?**				
	In 200 characters or less, please provide your response in the text box below.				
Q15	**Approximately what percentage of your driving is done in the city or in heavy traffic conditions?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	None	2	1	1	1
	1% - 10%	16	9	11	8
	11% - 20%	17	12	13	10
	21% - 30%	16	13	13	11
	31% - 40%	10	10	10	10
	41% - 50%	9	9	10	10
	51% - 60%	7	8	8	9
	61% - 70%	8	11	10	12
	71% - 80%	9	14	13	15
	81% - 90%	5	10	9	11
	91% - 100%	1	4	3	4
	Base: All drivers	15633	27929	16623	18566
	Median percentage of driving done in the city or in heavy traffic conditions:	**Northeast Median**	**South Median**	**Midwest Median**	**West Median**
		30%	46%	43%	51%
	Base: All drivers	15633	27929	16623	18566
Q16	**Approximately what percentage of your driving is done at speeds greater than 65 mph?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	None	2	1	1	2
	1% - 10%	14	13	13	13
	11% - 20%	19	19	19	18
	21% - 30%	19	19	18	18
	31% - 40%	13	15	14	14
	41% - 50%	11	12	12	13
	51% - 60%	9	9	9	10
	61% - 70%	6	6	7	7
	71% - 80%	4	4	4	5
	81% - 90%	1	2	2	2
	91% - 100%	0	1	1	1
	Base: All drivers	15321	27395	16322	18247
	Median percentage of driving at speeds greater than 65 mph:	**Northeast Median**	**South Median**	**Midwest Median**	**West Median**
		28%	29%	29%	30%
	Base: All drivers	15321	27395	16322	18247

Q17	**When you see the highway mpg number on an automaker's window sticker, what kind of driving do you think this value reflects?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Driving at an average speed of 55 mph	47	40	39	36
	Steady driving at speeds between 60 and 70 mph	21	25	27	28
	A mix of stop and go driving with speeds occasionally reaching 55 mph or more	14	15	14	14
	A mix of speeds varying between 50 and 80 mph	8	10	10	10
	Other	3	3	3	4
	Don't know	6	8	7	8
	Base: All drivers	15632	27928	16625	18553
Q18	**When you see the city mpg number on an automaker's window sticker, what kind of driving do you think this value reflects?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Driving on city streets with stop lights, crosswalks and heavy traffic through short blocks	54	52	53	54
	Small town or suburban road driving through widely-spaced controlled intersections	27	27	28	25
	Driving in stop-and-go rush hour traffic on metro area highways	7	7	6	6
	Other	4	4	4	4
	Don't know	9	11	10	11
	Base: All drivers	15575	27841	16590	18497
Q19	**Have you ever compared the mpg estimate from your in-dash display for a particular distance traveled, with an mpg value you calculated based on the number of miles you drove and the number of gallons of fuel you purchased over that same distance?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Yes, and the in-dash value is equal to or within 1 mpg	24	26	28	26
	Yes, and the in-dash display value is consistently higher by 2 mpg or more	11	12	12	12
	Yes, and the in-dash display is consistently lower by 2 mpg or more	3	4	4	4
	No	56	54	53	54
	Unsure	5	4	4	5
	Base: All drivers	15578	27856	16589	18510
Q20	**Gas prices are currently around $3 per gallon nationally. Knowing this, if you were to purchase a vehicle today, how important of a factor would fuel economy be in determining the vehicle you'd choose?**	**Northeast %**	**South %**	**Midwest %**	**West %**
	Extremely important	16	14	15	16
	Very important	36	35	36	37
	Moderately important	38	39	39	37
	Not very important	8	9	8	9
	Not at all important	2	2	1	2
	Base: All drivers	15621	27912	16610	18535


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D GD
D GD
6XEDX) RHVWH
6XEDX 2 XWDFN D R F O
R RWD DP F O
R RWD L OD GH
R RWD L OD GH
R RWD LXV

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Allen, Gregory (EEO)
Sent: Fri 12/19/2014 8:50:23 PM
Subject: RE: Volkswagen Group of America - Ex. 4 - CBI

Hello Jim,

I also uploaded the file to Verify with the file name :

Ex. 4 - CBI

It was the only file name that really fit, unless I have an outdated Verify user guide.

Regards,

Greg Allen

VWGoA EEO

(248)754-4209

From: Allen, Gregory (EEO)
Sent: Friday, December 19, 2014 3:23 PM
To: snyder.jim@epa.gov
Cc: Wehrly, Linc (wehrly.linc@epa.gov); Kata, Leonard (EEO); Peter, Juergen (EASZ/1)
Subject: Volkswagen Group of America - Ex. 4 - CBI

Hello Jim,

Ex. 4 - CBI

If you would like us to schedule a phone conference to go through the details of the presentation please let me know.

Happy Holidays!

Regards,

Greg Allen

VWGoA EEO

(248)754-4209

16-4. AECD DESCRIPTIONS (contd.)

16-4-1. Control, Parameters, Devices and Justification

| Control | Controlled Parameter | Sensed Parameters: a Camshaft Position | b Engine Speed | c Mass Airflow | d Intake Air Temperature | e Engine Coolant Temperature | f Barometric Pressure | g Manifold Absolute Pressure | h Throttle Position | j Exhaust Gas(A/F Sensor) | k Clutch Pedal Position | l Park/Neutral Position | m Accelerator Pedal Position | n Brake Pedal Position | o Air Conditioning | p Vehicle Speed | q Exhaust Gas(Secondary Oxygen Sensor) | r Fuel pressure | s Intake Manifold Air Temperature | aa Battery/Capacitor Positive Voltage | ab Can Communication | ac Timers | Knock Signal | Alternator / DC/DC Converter Output Voltage | Auxiliary Port Valve Position | Turbine Speed (AT) | Output Speed (AT) | Transmission Oil Temperature(AT) | Transmission Range Position(AT) | Diff Oil Temperature | Parking Brake signal | Wheel Speed | Longitudinal Acceleration | Lateral Acceleration | Steering Angle | Ambient Air Temperature | Brake Master Cylinder Fluid Pressure | Steering Torque | Electric Power Steering Motor Current | Wiper Switch Status | Cruise Control Status | Devices: a Camshaft Position Sensor | b Crankshaft Position Sensor | c Mass Airflow Sensor | d Intake Air Temperature Sensor | e Engine Coolant Temperature Sensor | f Barometric Pressure Sensor | g Manifold Absolute Pressure Sensor | h Linear Throttle Position Sensor | j Primary Oxygen Sensor | k Clutch Pedal Position Switch(MT) | l Neutral Position Switch(MT) | m Transmission Range Switch(AT) | n Accelerator Pedal Position Sensor | o Brake Pedal Position Switch | p Air Conditioning Cycling Switch | q Vehicle Speed Sensor | r Secondary Oxygen sensor | s Fuel Pressure Sensor | ba Intake Air Manifold Temperature Sensor | bb Knock Sensor | bc Ignition Switch | bd Power Steering Pressure Switch | Test Switch | Tertiary Oxygen sensor | Alternator / DC/DC Converter | Auxiliary Port Valve Position Switch | Turbine Speed Sensor (AT) | Output Speed Sensor (AT) | Transmission Oil Temperature Sensor(AT) | Transmission Manual mode Switch(AT) | Transmission Manual mode Shift Switch(AT) | O/D OFF Switch(AT) | Diff Oil Temperature Sensor | Parking Brake SW | Wheel Speed Sensor | Oil Control Valve | Longitudinal Acceleration Sensor | Lateral Acceleration Sensor | Steering Angle Sensor | Ambient Air Temperature Sensor | Brake Master Cylinder Fluid Pressure Sensor | Steering Torque Sensor | Electric Power Steering Motor Current Sensor | Wiper Switch | Cruise Control Switch | Drive Selection (Sport Mode SW) | Grille Shutter | Justification: A Substantially included during the Federal Test Procedures | B Improves start and warm-up | C Engine over-temperature protection | D Detonation protection | E Cold start operation | F Component protection | G Catalyst protection | H Engine protection | I Driver's safety | J Engine stall protection | K Improves air resistance | Z No (or negligibly small) Penalty on emission |
|---|---|---

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Mon 12/22/2014 9:15:18 PM
Subject: DAILY: BMW expands Takata airbag recall | Hot-selling trucks prompt holiday OT | Hyundai-Kia grabs BMW engineer | Total U.S. recall tally tops 60 million

Today's most read story
GM hustles to make the Malibu competitive

December 22, 2014

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TOP NEWS

BMW expands NHTSA-ordered Takata airbag recall

3:32 pm U.S. ET | Dec 22

BMW AG today expanded its recall nationally to include another 140,000 vehicles that have potentially faulty driver-side airbags, in cooperation with NHTSA. BMW is the last of five automakers to expand Takata driver-side airbag recalls after NHTSA's orders last month ...
» READ

Hot-selling trucks mean holiday overtime for some N.A. plants

2:30 pm U.S. ET | Dec 22

Several automakers, led by Chrysler, will be working overtime during the Christmas and New Year's holiday period at North American plants that build SUVs, crossovers and pickups, signaling confidence that the U.S. light-truck market will remain hot heading into 2015. ... » READ

Hyundai Motor hires longtime BMW executive in performance-car push

9:26 pm U.S. ET | Dec 21

Hyundai and affiliate Kia hired Albert Biermann, chief engineer for BMW's M performance cars and light trucks, to develop performance models and improve ride and handling. ... » READ

U.S. auto recalls top 60 million as

response to defects shift

9:38 am U.S. ET | Dec 20

Automobile recalls surpassed the 60 million mark in the United States for the first time in a single year, largely because of the rush to prevent more deaths from defective General Motors ignition switches and Takata airbags. ... » READ

GM gets 104 more claims for faulty ignition-switch compensation

11:02 am U.S. ET | Dec 22

General Motors received 104 claims for compensation for ignition-switch defects in its cars in the past week, bringing the total to 2,430, according to the official administering the compensation program. ... » READ

On The Blogs

LINDSAY CHAPPELL

Beyond the headlines, humdrum recalls annoy consumers

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JAMES B. TREECE

Regulation vs. technology -- why are U.S. roads getting safer?

» READ

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2016 Cadillac CTS-V

>> GALLERY

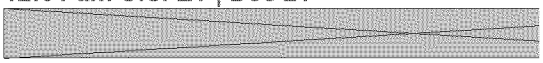
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Last-minute Prius styling rebuff shows Toyota's new focus on design
Chrysler and Fiat names dropped from corporate titles
Autoweek names Volkswagen Golf GTI and GMC Canyon as 2015 Best of the Best
Mercedes-Benz USA mulls move south, reports say
Cadillac styling won't take sharp turn with flagship CT6

Japan's laws, attitude help recalls work better

UPCOMING

12:01 am U.S. ET | Dec 21



Honda dealers face recall phone blitz

12:01 am U.S. ET | Dec 20



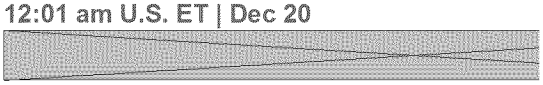
FCA US recalls 3.3 million more vehicles with Takata airbag inflators

4:49 pm U.S. ET | Dec 19



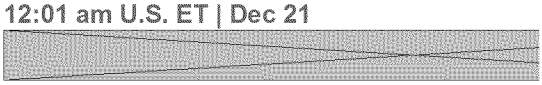
The repo man now hunts on social media

12:01 am U.S. ET | Dec 20



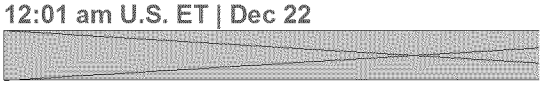
VIN switcheroo a crushing defeat for Mini Cooper

12:01 am U.S. ET | Dec 21



Did Young rock Lincoln with talk of Continental?

12:01 am U.S. ET | Dec 22



Opel CEO warns that 2016 profit target is under threat

12:01 am U.S. ET | Dec 22



Next AIADA chair to speak out on CFPB crackdown

12:01 am U.S. ET | Dec 22



EVENTS

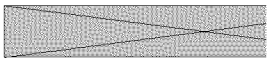
» January 13-14 - Automotive News World Congress

» January 22 - Automotive News Retail Forum

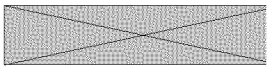
» April 20 - PACE Awards

» May 12 - LA

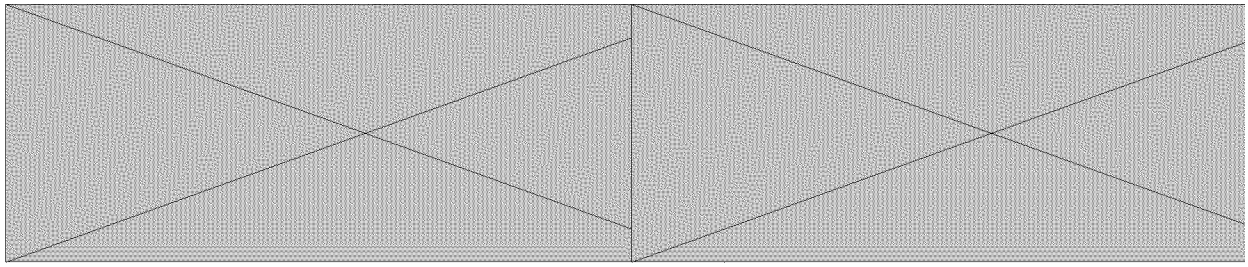
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To: Charmley, William[charmley.william@epa.gov]; Grundler, Christopher[grundler.christopher@epa.gov]; Haugen, David[haugen.david@epa.gov]; Bunker, Byron[bunker.byron@epa.gov]; Stewart, Gwen[Stewart.Gwen@epa.gov]; Iffland, JoNell[Iffland.JoNell@epa.gov]; Bradish, Tracey[bradish.tracey@epa.gov]; Cook, Leila[cook.leila@epa.gov]; Ex. 7
Ex. 7
From: Simon, Karl
Sent: Tue 12/23/2014 12:29:05 PM
Subject: Re: 2015 Detroit International Auto Show - Press Preview Day Invitation from the Auto Alliance

Shorter is better.

Driving Innovation in Clean Transportation.

[redacted]

Dear all –

Julie Becker from the Auto Alliance called me yesterday. Julie thinks the CARB-EPA tour for Monday is way too long. She said that they did something like this for CARB at the LA Auto Show (note that I have included Ex. 7 and Ex. 7 on this email as we will all be together on January 12), and that by the end of the day folks were very worn out, and it just seemed like too much.

I already noted to Julie that for the EPA folks coming from Ann Arbor this will be a very long day, since they have to drive too and from their homes in the Ann Arbor area.

Julie suggested that we just tell the Alliance when we want to start, and when we want to end, and they will figure it out from there. My initial suggestion is a start time of 9am, and an end

time of 4:30. What they have laid out below is a start time of 8:30, and an end time of 6pm. Even with a start time of 9am, folks will need to get to Cobo by 8:40 or so.

Let me know what you think and I can get back to Julie.

Bill

From: Charmley, William
Sent: Wednesday, December 17, 2014 2:00 PM
To: Grundler, Christopher; Haugen, David; Simon, Karl; Bunker, Byron; Stewart, Gwen; Iffland, JoNell; Bradish, Tracey; Cook, Leila
Subject: 2015 Detroit International Auto Show - Press Preview Day Invitation from the Auto Alliance

Dear all –

We just got draft schedule for the 2015 detroit auto show press day from the Alliance, here's what it looks like.

Thanks

Bill

==========

Proposed Schedule from the Auto Alliance

EPA - CARB NAIAS Tour Schedule

Monday, January 12, 2014

Cobo Center, Detroit

8:15 AM: Meet at Joe Louis Statue (near Oakland Hall Entrance)

8:30-8:55 AM: **Volkswagen**

Anna Schneider (703) 539-9696

9:00-9:25 AM: **Porsche**

Kamal Charafeddine +49 170 9111852

9:30-9:55 AM: **Jaguar Land Rover**

Clinton Blair (201) 456-9448

10:00-10:25 AM: BREAK

10:30-10:55 AM: **Toyota**

Charlie Ing (202) 390-1685

11:00-11:25 AM: **Hyundai**

Kathleen Hennessey (202) 660-2010

Deb Bakker (734) 337-2340

11:30-11:55 AM: **Chrysler**

Kristina Pisanelli (202) 660-2741

Matt Forman (202) 578-5249

12:10-12:50 PM: LUNCH

1:00-1:25 PM: **General Motors**

Mark Kemmer (202) 253-3424

1:30-1:55 PM: **Nissan**

Brian Brockman (248) 312-8436

2:00-2:25 PM: **Subaru**

David Barker (989) 295-7917

2:30-2:55 PM: **Mazda**

Dan Ryan (202) 285-5844

3:00-2:25 PM: **Ford**

Jerry Roussel (202) 361-5603

3:30-3:55 PM: **Honda**

Ed Cohen (202) 302-4566

4:00-4:25 PM: **BMW**

Bryan Jacobs (202) 815-4231

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John Anderson (202) 257-5207

5:00-5:30 PM: **Mercedes**

Bill Craven (202) 361-0121

NOTE - likely meeting between Chris Grundler and Dr. Weber from Mercedes, 5:30-6pm

5:35-6:00 PM: **Denso**

Terry Heigesen (248) 514-5360

Tour Leaders:

Alliance:	Julie Becker (202) 306-7307
Global	Julia Rege (202) 436-2266

To: Charmley, William[charmley.william@epa.gov]; Grundler, Christopher[grundler.christopher@epa.gov]; Haugen, David[haugen.david@epa.gov]; Simon, Karl[Simon.Karl@epa.gov]; Bunker, Byron[bunker.byron@epa.gov]; Stewart, Gwen[Stewart.Gwen@epa.gov]; Iffland, JoNell[Iffland.JoNell@epa.gov]; Bradish, Tracey[bradish.tracey@epa.gov]; Cook, Leila[cook.leila@epa.gov]; Ex. 7 Ex. 7 @ARB Ex. 7 @arb.ca.gov]
From: Ex. 7 @ARB
Sent: Tue 12/23/2014 6:33:41 PM
Subject: RE: 2015 Detroit International Auto Show - Press Preview Day Invitation from the Auto Alliance

Agreed, it was a very long day here in LA. And just so you know, Ex. 7 is not planning on making the trip afterall, it will be myself and Ex. 7

Ex. 7

California Air Resources Board

Ex. 7

Ex. 7 @arb.ca.gov

From: Charmley, William [mailto:charmley.william@epa.gov]
Sent: Tuesday, December 23, 2014 4:18 AM
To: Grundler, Christopher; Haugen, David; Simon, Karl; Bunker, Byron; Stewart, Gwen; Iffland, JoNell; Bradish, Tracey; Cook, Leila; Ex. 7 @ARB; Ex. 7 @ARB
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Tour Leaders:

Alliance: Julie Becker (202) 306-7307

Global Julia Rege (202) 436-2266

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Tue 12/23/2014 8:53:18 PM
Subject: DAILY: Growing list of safe cars belies fears in record recalls | Faurecia vows to appeal $2.4M fine | Biggest changes for 2015 Chrysler 300 are inside

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Hot-selling trucks mean holiday overtime for some N.A. plants

December 23, 2014

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TOP NEWS

Growing list of safe cars belies fears in record recalls

6:22 am U.S. ET | Dec 23

The insurance industry's list of cars and trucks that do the best job of keeping owners alive in a crash jumped 82 percent this year against a backdrop of US recalls of older models that were killing their passengers. ...
» READ

Faurecia vows to appeal $2.4M fine for market breaches

12:47 pm U.S. ET | Dec 23

French auto parts maker Faurecia said today it would appeal against a 2 million euro ($2.44 million) fine imposed by the country's AMF stock market regulator for alleged selective disclosure of financial information to stock analysts in 2012. ... » READ

Biggest changes for 2015 Chrysler 300 are inside

12:01 am U.S. ET | Dec 22

The most noticeable changes to the refreshed 2015 Chrysler 300 are inside, with the addition of a 7-inch information screen in the instrument cluster and a switch to a rotary dial shifter. ... » READ

There's no one way to connect in Silicon Valley

UPDATED: 12/23/14 12:40 pm ET - corrected

12:01 am U.S. ET | Dec 22

Shad Laws is used to the questioning look he gets when he mentions his employer. Laws is a Silicon Valley project manager for Renault, a French automaker with little visibility in the U.S. ... » READ

U.K. may get new auto show in 2016

4:51 am U.S. ET | Dec 23

The U.K. could once again have a major auto show after organizers announced dates for an event in 2016. BNC Special Events plans to stage an event for car enthusiasts in London. ... » READ

Aluminum wave could boost dent-repair policies

12:01 am U.S. ET | Dec 23

Automakers' growing use of aluminum body parts to save weight and fuel could create an opportunity for dealership F&I departments to sell more paintless dent removal policies, some F&I experts say. ... » READ

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The UAW's big pay challenge

Viral video rankings for week of 12/23/14

Ford's 'Go Further' campaign

UPCOMING

features Tina's story

12:01 am U.S. ET | Dec 23

Seven new videos make their debut on our Viral Video list this week, but the No. 3 video of the week -- a new entrant from Ford -- doesn't feature a vehicle at all. ... » Watch the videos



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» January 13-14 - Automotive News World Congress

» January 22 - Automotive News Retail Forum

» April 20 - PACE Awards

» May 12 - LA Marketing Seminar

» Sept. 23 - NY Marketing Seminar

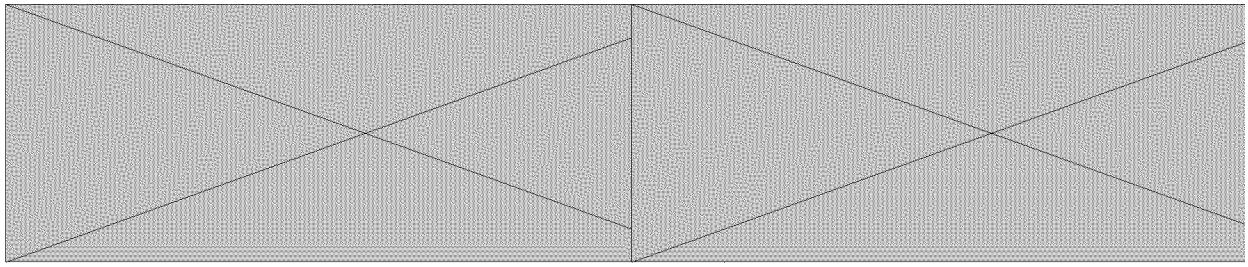


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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Wed 12/24/2014 5:33:16 PM
Subject: DAILY: Dodge flexes muscle, sheds family-car image | Why Takata's CEO is taking over for outgoing president | Porsche recalls 918 Spyder to replace faulty chassis part

Today's most read story
Dodge flexes muscle, sheds family-car image

December 24, 2014

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TOP NEWS

Dodge flexes muscle, sheds family-car image

12:01 am U.S. ET | Dec 24

Chrysler bills the Hellcat as the fastest production sedan on earth, and this isn't simply about bragging rights. Dodge, derided not so long ago for selling mostly bland family haulers, is rebooting itself as a muscle-car brand that appeals to guys in their 20s and 30s. ... » READ

Takata president steps down from role, CEO to reclaim title

6:19 am U.S. ET | Dec 24

Takata, the auto supplier embroiled in a global safety crisis, said today its president, Stefan Stocker, would step down and CEO Shigehisa Takada, 48, would once again assume the role to unify the company's response to the recall of millions of vehicles carrying defective airbags. ... » READ

Porsche recalls 918 Spyder to replace faulty chassis parts

5:08 pm U.S. ET | Dec 23

Porsche is recalling 205 of the limited-edition 918 Spyder, the German carmaker's most expensive model, to replace defective chassis parts. ... » READ

Hertz raises U.S. prices as fleet costs increase

UPDATED: 12/24/14 12:06 pm ET - adds Wednesday trading

5:16 pm U.S. ET | Dec 23

Hertz Global Holdings raised prices for rental cars to be picked up January 1 or later. The stock had its biggest gain of the year, and Avis shares soared, too. ...

» READ

Zetsche may feel pressure to give up Mercedes role

12:01 am U.S. ET | Dec 22

Daimler insiders in Germany want the promotion of global sales director Ola Kaellenius to the management board this month to be seen as a routine personnel decision -- and nothing more. ... » READ

BEST PRACTICES

Second-chance store lets staff shine

12:01 am U.S. ET | Dec 22

At AutoNation's Houston Mitsubishi store, General Manager Irfan Siddiqui has found top performers by hiring people who have struggled in their roles at other nearby AutoNation dealerships. ... » READ

MOST READ (Last 7 days)

GM hustles to make the Malibu competitive
The UAW's big pay challenge
GM, Audi and Jaguar halt car sales in Russia on ruble's collapse
Honda dealers face recall phone blitz
U.S. gas prices drop below $2.50 a gallon, boosting year-end auto sales

Faurecia expects tech to fuel growth; CEO sees benefits from megasupplier trend

12:01 am U.S. ET | Dec 22

Manheim aims to get auctions done faster

12:01 am U.S. ET | Dec 22

Automakers' efforts to cut costs damages supplier relations, survey says

12:01 am U.S. ET | Dec 22

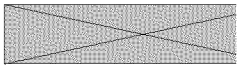
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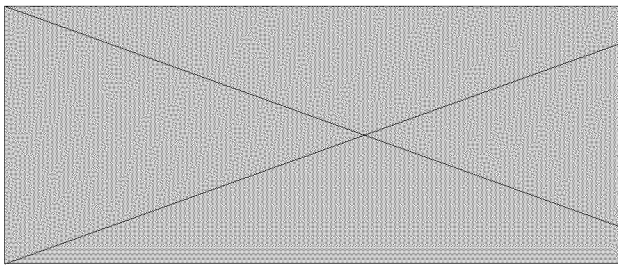
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To: Hennard, Mike (EEO)[mike.hennard@vw.com]
From: Ball, Joel
Sent: Mon 12/29/2014 4:15:55 PM
Subject: Defect report

Hi Mike,

I was contacted by an owner of a 2006 MY VW Jetta TDI diesel with an exhaust leak from the EGR cooler. He is claiming that this issue was not only an emission problem but also was making him sick do to exhaust fumes entering the cabin. Before I respond to him I just wanted to find out if there was a defect report filed or any sort of warranty extension or TSB submitted relating to this issue. Below is the basic description of the problem:

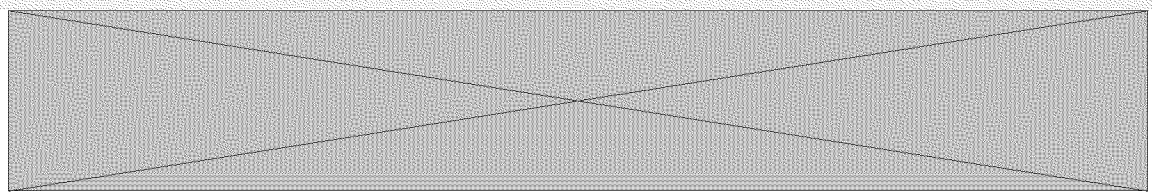
A shaft going through the wall of the EGR cooler connecting to a butterfly valve used to divert the exhaust gasses in to the cooler has a faulty seal that will fail and allow the exhaust gas to exit the exhaust in to the engine compartment and get in to the passenger compartment. This is a health hazard to every VW TDI owner or passenger. To repair the according to the dealership, the EGR cooler has to be replaced at a cost to the owner of $1000.

Best regards,

Joel Ball
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4238
ball.joel@epa.gov

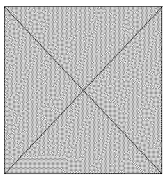
To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Mon 12/29/2014 5:03:16 PM
Subject: Green Car Report Daily Headlines

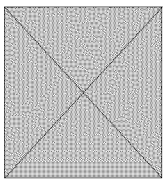
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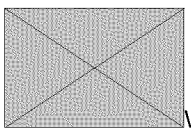
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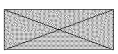
Tesla Targeted By Rivals, Fuel-Economy Rule Review, Millennials And Cars: Today's Car News

Dec 29, 2014 04:30 pm | feedback@highgearmedia.com (Stephen Edelstein)

 We're back from the long holiday weekend with plenty of green-car news, including a report on how Audi, BMW, Mercedes-Benz, and Porsche are targeting Tesla with their own plug-in cars, possible outcomes of an upcoming midterm review of Federal fuel-economy rules, and how Millennials are approaching car ownership. All this and more on Green Car...

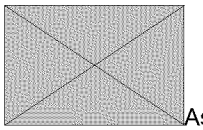
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2016 Chevy Volt Is Quieter, Handles Better, Says Latest Teaser Video

Dec 29, 2014 04:17 pm | feedback@highgearmedia.com (Stephen Edelstein)

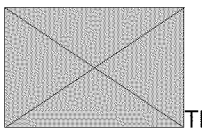
 As General Motors works to stoke interest ahead of its 2015 Detroit Auto Show debut, the 2016 Chevrolet Volt is getting more teasers than a Hollywood blockbuster. While the last video confirmed that the new Volt can do something virtually every car can do--drive on

snow--this one highlights some even more basic features. MORE: 2016 Chevrolet Volt...

comments | read more

Audi, BMW, Mercedes, Porsche Electric Cars To Target Tesla Model S (Plug-In Hybrids Too)

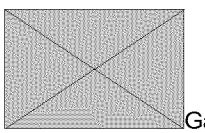
Dec 29, 2014 04:12 pm | feedback@highgearmedia.com (John Voelcker)

 This was the year when it became obvious that upstart electric-car maker Tesla Motors has startled and worried all of the German luxury-car companies. And now that they're taking the Tesla Model S electric luxury sedan seriously--as well as the expected arrival next year of the much-delayed Model X crossover utility vehicle-- Audi, BMW...

comments | read more

Fuel-Economy Rules Likely To Stay Put Through Midterm Review: Consensus

Dec 29, 2014 03:18 pm | feedback@highgearmedia.com (John Voelcker)

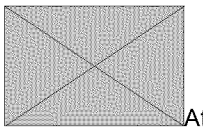
 Gas prices have fallen 40 percent in a year. Sales of SUVs and crossover utility vehicles are up, while hybrid sales are flat or falling. And a midterm review is coming up, giving auto companies a chance to argue that the corporate average fuel economy rules that stretch out to 2025 need to be delayed, reduced, or altered. So are the ambitious...

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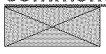
German Electric-Car Charging Station Plans Accelerate As Grid Gets Greener

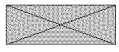
Dec 29, 2014 02:34 pm | feedback@highgearmedia.com

(Stephen Edelstein)

 After some initial hesitation, Germany is moving ahead with more aggressive plans to encourage its companies and citizens to drive electric cars. The country currently offers few electric-car incentives, but the current government hopes to change that policy--including the construction of a large network of charging stations. MORE: Germany To...

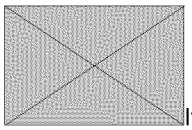
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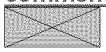


Gas Guzzler Tax Deduction Restored To $500K For 2014 By Budget Bill

Dec 29, 2014 02:20 pm | feedback@highgearmedia.com (John Voelcker)

 If politics is the art of successful compromise--defined as outcomes that make all parties equally unhappy--then the recent budget extension bill offers something for everyone. It extended the tax credits for electric-car charging stations and natural-gas-vehicle refueling stations, which should make owners of those vehicles happy. DON'T MISS: Tax...

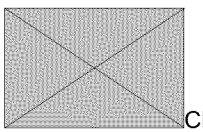
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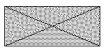
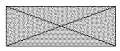


All The Electric-Car Charging Connectors In One Great Big Poster

Dec 29, 2014 01:40 pm | feedback@highgearmedia.com (Stephen Edelstein)

 Charging an electric car is virtually always greener than pumping gasoline, but it can also be more complicated. Among standardized AC charging (in North America), multiple standards for DC fast charging, and the various electrical connectors used in different countries, there's a lot of charging hardware out there. DON'T MISS: Tesla Roadster 3.0...

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To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Mon 12/29/2014 8:38:12 PM
Subject: DAILY: Takata N.A. hires new chief attorney | FCA recalls older trucks for clutch problem; 1 fatality reported | Lincoln & McConaughey: Act II | Audi earmarks $29B to top BMW | Cuba's rare gems

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December 29, 2014

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12:10 pm U.S. ET | Dec 29

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12:01 am U.S. ET | Dec 27

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» May 12 - LA Marketing Seminar
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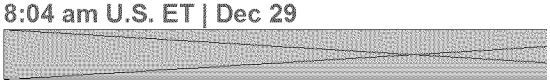
» Jan. 20 - Investing In Dealership Markets

by Urban Science

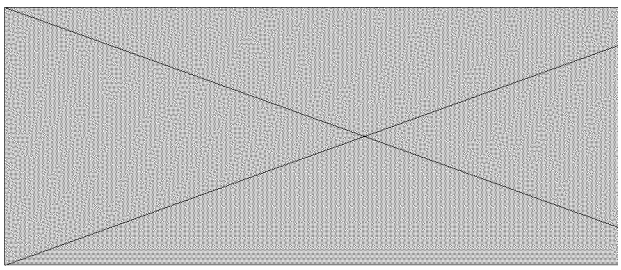
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To: Barbara.Wendling@vw.com[Barbara.Wendling@vw.com]
Cc: Good, David[good.david@epa.gov]
From: Henrietta.Dandy@dot.gov
Sent: Tue 12/30/2014 3:31:29 PM
Subject: RE: Reminder: Second Requisition-- MY 2013 Light Duty Trucks Production Volumes (Split Volumes)

Hello Barbara,

There appears to be discrepancies with the data that you provided (bold font) and the information (highlighted) that EPA forwarded to NHTSA . Please review and verify the models and production volumes.

Happy New Year!

Regards,

Henrietta L. Dandy, DBA

Program Analyst

U.S. Department of Transportation
National Highway Traffic Safety Administration
NVS-132/W43-456
1200 New Jersey Avenue, Southeast
Washington, DC 20590
TEL: (202) 366-4802
FAX: (202) 493-2990
henrietta.dandy@dot.gov

		MY 2013	EPA Data	
			Production Volume	
MANUFACTURER	**MODEL**	**PRODUCTION VOLUME**	**Light Trucks**	**Passenger Vehicles**
VOLKSWAGEN	TIGUAN	**19,558**	15,988	17,487

AUDI	ALLROAD	**1,386**	0	6,966
AUDI	Q5	**14,588**	0	0

Manufacturer Name:	Volkswagen	**Manufacturer Code:**	
Model Year:	2013	**Compliance Category:**	

Date: 08/07/2014 08:34:09 AM

Information Report

CAFE/GHG Final Calculation

CAFE ID: 969

Footprint Based Standards Calculations

Mfr Cd	Div	CL	FP Index	Footprint Description	Reformed CAFE Standard Trgt FE	Cmpl Cat	Prd Vol	Greenhouse Gas Standard Trgt GHG	GHG Vol	TLAAS
ADX	1	320	1	Audi Q7 3.0L super 255/55R18	26.06	Import	10604	335.6	10604	--
ADX	1	320	2	Audi Q7 3.0L TDI 265/50R19	26.12	Import	3673	334.8	3673	--
ADX	1	330	1	Audi Q7 2.0L & 3.0L 235/60R18	27.66	Import	27608	315.9	27608	--
ADX	1	340	1	Audi Q7 Hybrid 235/55R19	27.66	Import	958	315.9	958	--
PRX	1	760	1	Cayenne	26.66	Import	7796	328	0	--
PRX	1	761	1	Cayenne S	26.66	Import	2041	328	0	--
PRX	1	762	1	Cayenne GTS	26.66	Import	2913	328	0	--
PRX	1	763	1	Cayenne S Hybrid	26.66	Import	711	328	0	--
PRX	1	764	1	Cayenne Turbo	26.75	Import	967	326.8	0	--
PRX	1	766	1	Cayenne Diesel	26.53	Import	5033	329.6	0	--
VWX	1	140	1	Touareg 3.0L & 3.6L 255/55R18	26.75	Import	9487	326.8	9487	--
VWX	1	145	1	Touareg Hybrid 265/50R19	26.82	Import	96	326	96	--
VWX	1	165	1	Tiguan 4Motion 215/65R16	29.44	Import	5116	296.5	5116	--
VWX	1	165	2	Tiguan 4Motion 235/50R18 LRR	29.68	Import	10872	294	10872	--

Date: 08/07/2014 08:34:07 AM

Information Report

CAFE/GHG Final Calculation

CAFE ID: 953

Manufacturer Name:	Volkswagen	**Manufacturer Code:**	VWX

Model Year: 2013 **Compliance Category:** Passenger Vehicles

Mfr Cd	Div	CL	FP Index	Footprint Description	Reformed CAFE Standard Trgt FE	Cmpl Cat	Prd Vol	Greenhouse Gas Standard Trgt GHG	GHG Vol	TLA
ADX	1	10	1	Audi A4 245/45R17	33.23	Import	8671	262.8	8671	--
ADX	1	20	1	A4 quattro 245/45R17	33.23	Import	24747	262.8	24747	--
ADX	1	26	1	allroad quattro 245/45R18	32.49	Import	6966	268.9	6966	--
ADX	1	30	1	Audi S4 245/40R18	33.11	Import	6336	263.7	6336	--
ADX	1	37	1	TT Coupe quattro 245/40R18	36.73	Import	754	237.3	754	--
ADX	1	37	2	TT(S) Coupe quattro 255/35R19	36.73	Import	431	237.3	431	--
ADX	1	38	1	TT Roadster quattro 245/40R18	36.73	Import	311	237.3	311	--
ADX	1	38	2	TT(S) Roadster quattro 255/35R19	36.73	Import	189	237.3	189	--
ADX	1	40	1	A5 quattro 245/40R18	33.06	Import	8815	264.2	8815	--
ADX	1	42	1	Audi S5 245/40R18	33.06	Import	3923	264.2	3923	--
ADX	1	43	1	Audi RS5 265/35R19	32.77	Import	1453	266.6	1453	--
ADX	1	51	1	A5 Cabriolet 245/40R18	33.06	Import	1067	264.2	1067	--
ADX	1	52	1	RS5 Cabriolet 265/35R19	32.77	Import	92	266.6	92	--
ADX	1	53	1	A5 Cabriolet quattro 245/40R18	33.06	Import	4639	264.2	4639	--
ADX	1	56	1	Audi S5 Cabriolet 245/40R18	33.06	Import	1828	264.2	1828	--
ADX	1	61	1	TTRS Coupe 2.5L 255/35R19	36.73	Import	507	237.3	507	--
ADX	1	65	1	Audi A3 225/45R17	36.17	Import	2807	241.1	2807	--
ADX	1	66	1	A3 quattro 225/45R17	36.17	Import	912	241.1	912	--
ADX	1	70	1	A7 quattro 255/45R18	30.64	Import	6626	285.4	6626	--
ADX	1	72	1	Audi S7 255/40R19	30.64	Import	1106	285.4	1106	--
ADX	1	75	1	A6 quattro 225/55R17	30.94	Import	17139	282.6	17139	--
ADX	1	76	1	Audi S6 255/40R19	31.14	Import	1809	280.7	1809	--
ADX	1	80	1	Audi A6 225/55R17	30.94	Import	2129	282.6	2129	--
ADX	1	95	1	Audi A8 255/45R19	30	Import	1379	291.6	1379	--
ADX	1	96	1	A8L 255/45R19	28.94	Import	1178	302.4	1178	--
ADX	1	96	2	A8L W12 265/40R20	28.81	Import	78	303.8	78	--
ADX	1	97	1	Audi S8 265/35R21	30	Import	1015	291.6	1015	--
BEX	1	15	1	Mulsanne 265/45R20	28.46	Import	234	307	234	--
BEX	1	35	1	Continental GT	31.72	Import	1070	275.5	1070	--
BEX	1	40	1	Continental Flying Spur 275/40R19	29.67	Import	192	294.9	192	--
BEX	1	45	1	Continental GTC 275/40R20	31.72	Import	1436	275.5	1436	--
BEX	1	55	1	Continental Supersports Convertible 275/35R20	32.1	Import	15	272.2	15	--

BGT			1	500	1	Bugatti Veyron 265-680ZR500A 365-710ZR540A	31.94	Import	6	273.6	6	--
NLX			1	406	1	Gallardo Coupe 235/35R19 295/30R19	34.45	Import	265	253.3	265	--
NLX			1	426	1	Gallardo Spyder 235/35R19 295/30R19	34.45	Import	184	253.3	184	--
NLX			1	475	1	Aventador Coupe 255/35R19 335/30R20	31.46	Import	124	277.9	124	--

Date: 08/07/2014 08:34:07 AM

Information Report

CAFE/GHG Final Calculation

CAFE ID: 953

Manufacturer Name: Volkswagen

Manufacturer Code: VWX

Model Year: 2013

Compliance Category: Passenger Vehicles

NLX	1	476	1	Aventador Roadster 255/35R19 335/30R20	31.46	Import	31	277.9	31	--
PRX	1	501	1	911 Carrera	36.8	Import	1921	237	0	--
PRX	1	502	1	911 Carrera Cabriolet	36.8	Import	1366	237	0	--
PRX	1	503	1	911 Carrera S	36.8	Import	1830	237	0	--
PRX	1	504	1	911 Carrera S Cabriolet	36.8	Import	2077	237	0	--
PRX	1	505	1	911 Carrera 4	36.8	Import	134	237	0	--
PRX	1	506	1	911 Carrera 4 Cabriolet	36.8	Import	133	237	0	--
PRX	1	507	1	911 Carrera 4S	36.8	Import	1143	237	0	--
PRX	1	508	1	911 Carrera 4S Cabriolet	36.8	Import	934	237	0	--
PRX	1	600	1	Panamera	30.2	Import	1579	289.7	0	--
PRX	1	601	1	Panamera S	30.2	Import	724	289.7	0	--
PRX	1	602	1	Panamera 4S	30.2	Import	293	289.7	0	--
PRX	1	603	1	Panamera Turbo	30.34	Import	340	288.3	0	--
PRX	1	604	1	Panamera 4	30.2	Import	1255	289.7	0	--
PRX	1	605	1	Panamera Turbo S	30.34	Import	84	288.3	0	--
PRX	1	606	1	Panamera GTS	30.2	Import	1367	289.7	0	--
PRX	1	607	1	Panamera S Hybrid	30.2	Import	315	289.7	0	--
PRX	1	860	1	Boxster	36.8	Import	3231	237	0	--
PRX	1	861	1	Boxster S	36.8	Import	3028	237	0	--
PRX	1	930	1	911 Turbo	36.8	Import	40	237	0	--
PRX	1	931	1	911 Turbo Cabriolet	36.8	Import	30	237	0	--

PRX	1	932	1	911 Turbo S	36.8	Import	115	237	0	--
PRX	1	933	1	911 Turbo S Cabriolet	36.8	Import	82	237	0	--
VWX	1	160	1	Tiguan 215/65R16	34.76	Import	3385	251	3385	--
VWX	1	160	2	Tiguan 235/50/R18 LLR	35.15	Import	14102	248.1	14102	--
VWX	1	206	1	Golf 2.5L 195/65R15	35.82	Import	10105	243.4	10105	--
VWX	1	206	2	Golf 2.0L TDI 225/45R17	36.1	Import	8640	241.5	8640	--
VWX	1	211	1	GTI 225/40R18	35.89	Import	17173	243	17173	--
VWX	1	212	1	Golf R 225/40R18	35.89	Import	2710	243	2710	--
VWX	1	216	1	Volkswagen Eos 205/50R17	35.48	Import	4775	245.8	4775	--
VWX	1	221	1	Jetta 2.0 MPI 195/65R15	34.89	Import	27811	250	27811	--
VWX	1	221	2	Jetta 2.5L & 2.0L TDI 205/55R16	34.89	Import	104927	250	104927	--
VWX	1	221	3	Jetta (GLI) 2.0T 225/45R17	35.09	Import	9525	248.6	9525	--
VWX	1	222	1	Jetta Hybrid 195/55R15	34.7	Import	6067	251.5	6067	--
VWX	1	225	1	Jetta SportWagen 205/55R16	35.89	Import	27800	243	27800	--
VWX	1	230	1	Beetle 2.0L TDI & 2.5L 215/55R17	35.62	Import	20876	244.8	20876	--
VWX	1	230	2	Beelte 2.0L Turbo 235/45R18	35.75	Import	6352	243.9	6352	--
VWX	1	235	1	Beetle Convertible 2.0L TDI & 2.5L 215/55R17	35.62	Import	15248	244.8	15248	--

From: Wendling, Barbara [mailto:Barbara.Wendling@vw.com]
Sent: Tuesday, December 16, 2014 2:51 PM
To: Dandy, Henrietta (NHTSA)
Cc: Birkenshaw, Barbara; Zorn, Thomas
Subject: RE: Reminder: Second Requisition-- MY 2013 Light Duty Trucks Production Volumes (Split Volumes)
Importance: High

Hello,

Sorry for not getting these to you yesterday. The keeper of the production values misunderstood the request, and as I was out-of-office yesterday, I had to ask a colleague to follow up. Below are the production values requested for MY13. Thanks for your patience!

MY 2013

MANUFACTURER	MODEL	PRODUCTION VOLUME
VOLKSWAGEN	TIGUAN	19,558
AUDI	ALLROAD	1,386
AUDI	Q5	14,588

There are no "split volume" vehicles.

Best regards,

Barbara Wendling

Safety Affairs & Vehicle Testing

VOLKSWAGEN GROUP of America, Inc.
3800 Hamlin Road

Auburn Hills, MI 48326

Tel.: +1.248.754.6479

Mobile: +1.248.425.9330

Fax: +1.248.754.4511

e-mail: barbara.wendling@vw.com

From: Henrietta.Dandy@dot.gov [mailto:Henrietta.Dandy@dot.gov]
Sent: Friday, December 12, 2014 1:44 PM
To: Wendling, Barbara
Subject: RE: Reminder: Second Requisition-- MY 2013 Light Duty Trucks Production Volumes (Split Volumes)

Hello Ms. Wendling,

Thanks for your reply and await for the data on Monday.

Regards,

Henrietta L. Dandy, DBA

Program Analyst

U.S. Department of Transportation
National Highway Traffic Safety Administration
NVS-132/W43-456
1200 New Jersey Avenue, Southeast
Washington, DC 20590
TEL: (202) 366-4802
FAX: (202) 493-2990
henrietta.dandy@dot.gov

From: Wendling, Barbara [mailto:Barbara.Wendling@vw.com]
Sent: Friday, December 12, 2014 1:41 PM
To: Dandy, Henrietta (NHTSA)
Cc: Birkenshaw, Barbara
Subject: RE: Reminder: Second Requisition-- MY 2013 Light Duty Trucks Production Volumes (Split Volumes)

Hello,

We will have the data to you on Monday.

Sorry for the delay!!

Best regards,

Barbara Wendling

Safety Affairs & Vehicle Testing

VOLKSWAGEN GROUP of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Tel.: +1.248.754.6479

Mobile: +1.248.425.9330

Fax: +1.248.754.4511

e-mail: barbara.wendling@vw.com

From: Henrietta.Dandy@dot.gov [mailto:Henrietta.Dandy@dot.gov]
Sent: Monday, December 08, 2014 10:53 AM
To: Wendling, Barbara; Joseph.Saunier@volvocars.com; DRobertson@mazdausa.com; JSmith@hatci.com; Annette.Tepper@ford.com; Hernandez_@suz.com
Subject: Reminder: Second Requisition-- MY 2013 Light Duty Trucks Production Volumes (Split Volumes)

Requisition: MY 2013 Light Duty Trucks Production Volumes (Split Volumes)

Dear Vehicle Manufacturers:

Annual data for model year 2013 vehicle theft rate notice, as required by 49 CFR 541-Federal Motor Vehicle Theft Prevention Standard, is being compiled.

We continue to request data about each light-duty truck (passenger van, minivan, sport utility vehicle and pickup) and multipurpose passenger vehicle with a gross vehicle weight rating (GVWR) of 6,000 pounds or less. We also require split volume information for vehicles within the GVWR requirements. For example, a line with a GVWR of 6,000 pounds or less is considered within the requirements; however, the same line with a GVWR over 6,000 pounds or more is determined outside the requirements.

The information should include the following:

·Manufacturer;

·Model;

·Line; and

·Production volume.

Please forward this data to Henrietta.Dandy@dot.gov ~~by November 28, 2014~~ **immediately**.

Regards,

Henrietta L. Dandy, DBA

Program Analyst

U.S. Department of Transportation
National Highway Traffic Safety Administration
NVS-132/W43-456
1200 New Jersey Avenue, Southeast
Washington, DC 20590
TEL: (202) 366-4802
FAX: (202) 493-2990
henrietta.dandy@dot.gov

Manufacturer Name:	Volkswagen	**Manufacturer Code:**	VWX
Model Year:	2013	**Compliance Category:**	Light Trucks

To: Hennard, Mike (EEO)[mike.hennard@vw.com]
From: Ball, Joel
Sent: Tue 12/30/2014 3:35:13 PM
Subject: RE: Defect report

Hi Mike,

Thank you for replying even though you are out of the office. Are you sure that VW offers a 8 year/ 80,000 mile warranty for this component (EGR cooler)? The owner did not give me the mileage or in-service date however he stated that he was told by VW Customer Care that the repair was not covered under the 8 year 80,000 miles warranty.

When you get back to the office, please let me know about any defect reports / service actions on this component.

Thanks,

Joel Ball
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4238
ball.joel@epa.gov

From: Hennard, Mike (EEO) [mailto:mike.hennard@vw.com]
Sent: Tuesday, December 30, 2014 10:02 AM
To: Ball, Joel
Subject: Re: Defect report

This is under 8/80 warranty.

Do we have purchase date and milage?

Out of office until Jan 5 do not believe EDR or TSB can check then

Mike

Sent from my BlackBerry 10 smartphone.

From: Ball, Joel

Sent: Monday, December 29, 2014 11:16 AM

To: Hennard, Mike (EEO)

Subject: Defect report

Hi Mike,

I was contacted by an owner of a 2006 MY VW Jetta TDI diesel with an exhaust leak from the EGR cooler. He is claiming that this issue was not only an emission problem but also was making him sick do to exhaust fumes entering the cabin. Before I respond to him I just wanted to find out if there was a defect report filed or any sort of warranty extension or TSB submitted relating to this issue. Below is the basic description of the problem:

A shaft going through the wall of the EGR cooler connecting to a butterfly valve used to divert the exhaust gasses in to the cooler has a faulty seal that will fail and allow the exhaust gas to exit the exhaust in to the engine compartment and get in to the passenger compartment. This is a health hazard to every VW TDI owner or passenger. To repair the according to the dealership, the EGR cooler has to be replaced at a cost to the owner of $1000.

Best regards,

Joel Ball
Light-Duty Vehicle Group

Compliance Division
United States Environmental Protection Agency
(734) 214-4238
ball.joel@epa.gov

To: Brooks, Phillip[Brooks.Phillip@epa.gov]
From: Belser, Evan
Sent: Tue 12/30/2014 7:46:50 PM
Subject: RE: Air & Radiation Law News for December 30, 2014

Ex. 5

Evan

From: Brooks, Phillip
Sent: Tuesday, December 30, 2014 2:42 PM
To: Belser, Evan
Subject: Re: Air & Radiation Law News for December 30, 2014

Ex. 5

Sent from my iPhone

On Dec 30, 2014, at 2:05 PM, "Belser, Evan" <Belser.Evan@epa.gov> wrote:

Ex. 5

Governors in Northeast, Mid-Atlantic Urged
To Speed Up Deployment of Electric Vehicles

By Anthony Adragna

Dec. 29 — A diverse set of 67 groups including utilities, private companies, business groups, electric vehicle advocacy groups and environmental advocates asked 11 governors and governors-elect to facilitate faster deployment of electric vehicles in their states.

In a letter, the organizations said the 11 Northeastern and Mid-Atlantic states should develop financial and non-financial incentives for consumers to buy electric vehicles, work with utilities to establish a favorable environment for electric vehicle adoption, increase investment in charging station infrastructure, expand consumer education programs and lead by example in purchasing electric vehicles for state fleets.

"As we shift to cleaner sources of electricity, public health and environmental benefits of [electric vehicles] will only increase over time,"the groups wrote Dec. 17. "Electric drive technology has established a solid footing in the vehicle market over the last several years, but needs additional support to reach the mainstream."

Signatories of the letter included the Sierra Club, Ceres, Con Edison, Conservation Law Foundation, National Grid, the Natural Resources Defense Council and Riverkeeper.

The organizations sent the letter to Govs. Daniel Malloy (D-Conn.), Jack Markell (D-Del.), Paul LePage (R-Maine), Maggie Hassan (D-N.H.), Chris Christie (R-N.J.), Andrew Cuomo (D-N.Y.), Peter Shumlin (D-Vt.), along with Gov.-elects Larry Hogan (R-Md.), Charlie Baker (R-Mass.), Tom Wolf (D-Pa.) and Gina Raimondo (D-R.I.).

Expanded purchases of electric vehicles would save consumers thousands of dollars in fuel costs over the life of a vehicle, even at current gas prices, according to the groups. The technology also produces significant climate benefits and would reduce public health problems, they said.

"Electric drive technology has established a solid footing in the vehicle market over the last several years, but needs additional support to reach the mainstream," they said.

Government Efforts Intensify

State and federal efforts have intensified over the last several years to expand the electric vehicle market. In November, more than 70 investor-owned utilities committed to devote at least 5 percent of their annual fleet acquisition to plug-in electric vehicles (223 DEN A-5, 11/19/14).

Earlier in 2014, a coalition of eight states including California and New York unveiled their plan for putting 3.3 million battery-electric, plug-in hybrid-electric and fuel cell-electric vehicles on the road by 2025. Those states had made the commitment to do so in October 2013 (104 DEN A-12, 5/30/14).

To contact the reporter on this story: Anthony Adragna in Washington at aadragna@bna.com

To contact the editor responsible for this story: Larry Pearl at lpearl@bna.com

From: Turley, Jennifer
Sent: Tuesday, December 30, 2014 10:34 AM
To: Allnutt, David; Anderson, Lea; Anderson, Steve; Aranda, Amber; Averback, Jonathan; Belser, Evan; Bianco, Karen; Bogoshian, Matthew; Branning, Amy; Bunker, Byron; Chapman, Apple; Choi, Jake; Cozad, David; Crum, Lynda; Crystal, Roy; Davis, Julian; Dickinson, David; Dierker, Carl; Dolph, Becky; Doster, Brian; Dubey, Susmita; Dubois, Roland; Embrey, Patricia; Frey, Bert; Froikin, Sara; Giles-AA, Cynthia; Graham, Cheryl; Harrison, Ben; Hoffman, Howard; Hogan, Stephanie; Holmes, Carol; Horowitz, Michael; Igoe, Sheila; Isales, Lydia; Jordan, Scott; Kaplan, Robert; Kataoka, Mark; Klepp, Robert; Knapp, Kristien; Lee, Michael; Lovett, Lauren; Mackey, Cyndy; Manners, Mary; Marks, Matthew; Matthews, Julie; McConkey, Diane; Mclean, Kevin; Moore, Bruce; Morgan, Jeanette; Moyer, Robert; Mulkey, Marcia; Muller, Sheldon; Murray, Suzanne; Niebling, William; Nguyen, Quoc; Adair, Jocelyn; Okoye, Winifred; Orlin, David; Pastorkovich, Anne-Marie; Rodman, Sonja; Rowland, John; Schaaf, Eric; Schmidt, Lorie; Senn, John;

Shenkman, Ethan; Silverman, Steven; Smith, Kristi; Snyder, Doug; Srinivasan, Gautam; Stahle, Susan; Starfield, Lawrence; Stern, Allyn; Tate, Ragan; Thrift, Mike; Tierney, Jan; Ting, Kaytrue; Tsirigotis, Peter; Versace, Paul; Vetter, Rick; Walker, Mike; Ward, W. Robert; Wilcox, Geoffrey; Williams, Brent; Williams, Melina; Williamson, Timothy; Zenick, Elliott; Wills, Jennifer; Conger, Nick; Blake, Wendy; Schramm, Daniel; Vergeront, Julie; Tozzi, Lauren; Coursen, David; Pilchen, Zach; Skinner-Thompson, Jonathan; Vijayan, Abi; Roder, Aileen; Walker, Denise; Caballero, Kathryn; Thompson, Christopher
Subject: Air & Radiation Law News for December 30, 2014

<image003.jpg>

Air & Radiation Law News

for December 30, 2014

<image004.png><image005.png>

Air Pollution

Agricultural Groups Challenge Authority For EPA Proposed Grain Elevator Standards

The Environmental Protection Agency doesn't have the authority under the Clean Air Act to issue standards covering particulate matter emissions from new and modified grain elevators, according to a coalition of agricultural groups....

Air Pollution

China Forms New $32 Billion Energy Business to Help Clean Up Beijing Smog

China's government said it merged Beijing Energy Investment Holding Co. and Jingmei Group into a new 200 billion yuan ($32 billion) business in line with its policy to improve efficiency in the energy

industry and reduce pollution....

Climate Regulation

Trade Associations Argue EPA Proposed Carbon Rule Is Ripe for Judicial Review

The Environmental Protection Agency's decision to regulate carbon dioxide emissions from existing power plants under Section 111(d) of the Clean Air Act is a final agency action subject to judicial review, two trade associations...

Energy Efficiency

DOE Proposes Updated Efficiency Standards For Single Package Cooling, Heating Units

The Energy Department proposed updated energy efficiency standards for certain commercial air conditioning and heating equipment, according to a notice set to be published Dec. 30 in the Federal Register....

Oil & Gas

Interior Proposes Changes to Calculating Royalties for Oil, Natural Gas, Coal

The Interior Department is proposing to change the way it calculates royalties for oil and gas produced from federal onshore and offshore leases, as well as for coal produced from federal and Indian leases....

Regulatory Policy

China's Shenzhen Caps New Car Purchases

China's southern city of Shenzhen capped new car license plates at 100,000 a year, becoming the latest city to curb vehicle purchases to control smog and traffic congestion in the world's most populous country. The annual quota in...

Regulatory Policy

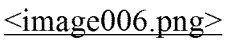
Obama Vows Defense of Environment, Use of Veto Authority if Necessary in 2015

President Barack Obama said he expects in 2015 to veto legislation that would block or impede his environmental policies. ...

Vehicle Fuels

Governors in Northeast, Mid-Atlantic Urged To Speed Up Deployment of Electric Vehicles

A diverse set of 67 groups including utilities, private companies, business groups, electric vehicle advocacy groups and environmental advocates asked 11 governors and governors-elect to facilitate faster deployment of electric vehicles...



Latest News

Advocates Await EPA 'Aggregation' Rule To Tighten GHG Permit Threshold

Environmentalists are hoping that EPA's upcoming rule to resolve lingering uncertainty about how emissions from the oil and gas sector should be "aggregated," or combined, in Clean Air Act permitting decisions will ensure that facilities in the sector are subjected to strict major source greenhouse gas (GHG) permit requirements.

EPA Proposal To Retain Existing Lead Air Standard Echoes CASAC's Call

EPA is proposing to retain its existing lead national ambient air quality standard (NAAQS) of 0.15 micrograms per cubic meter (ug/m3) issued in 2008 after its latest Clean Air Act-mandated review of the limit, echoing its Clean Air Scientific Advisory Committee (CASAC) that said the current NAAQS is adequate to protect public health.

EPA Grants Oil & Gas Industry's Bid To Clarify NSPS Air Control Mandates

EPA has issued a final rule granting the oil and gas industry's bid to reconsider and clarify several emissions control requirements in its 2012 new source performance standards (NSPS) for the sector, in particular how to apply controls during completions of drilling wells, storage tank requirements, leak detection, and other measures.

News Briefs

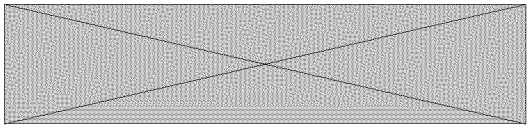
EPA Grants Waiver From Looming Ship Sulfur Fuel Limits

EPA has granted cruise operator Royal Caribbean Cruise Lines an expanded waiver from tougher shipping fuel sulfur limits that will apply in U.S. coastal waters effective Jan. 1, allowing the company to instead install exhaust gas pollution scrubbers that the agency says will be much more cost-

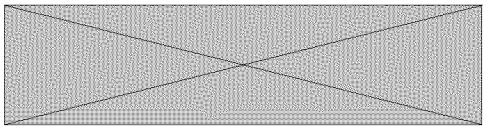
effective than using low-sulfur fuel.

<image007.png>

Greenwire will not publish from Dec. 25 through Jan. 4. It will return on Monday, Jan. 5.



ClimateWire will not publish Christmas Eve through Friday, Jan. 2. It will return Monday, Jan. 5.



EnergyWire will not publish Christmas Eve through Friday, Jan. 2. It will return Monday, Jan. 5.

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turley.jennifer@epa.gov

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Tue 12/30/2014 8:59:05 PM
Subject: DAILY: Ford's advertising playbook for F-150 | Connected cars gain ground at CES | U.S. taxpayers lose $9.3 billion on auto rescues | 2014's top blunders

Today's most read story
Connected cars overtake video games at CES

December 30, 2014

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TOP NEWS

Ford will tout F-150 capability in College Football Playoff

12:01 am U.S. ET | Dec 30

Ford will use the first-ever College Football Playoff to launch the advertising campaign for the redesigned F-150, but viewers won't hear a word about how the truck's lighter aluminum body helps improve fuel efficiency. ... » READ

Connected cars overtake video games at CES

12:01 am U.S. ET | Dec 30

The Consumer Electronics Show in Las Vegas -- once known for cutting-edge phones and video games -- now has a new main attraction: cars and light trucks. A record 10 automakers plan to spotlight wares in exhibit space the size of three football fields when the 2015 show opens next month. ... » READ

Germany's luxury brands to showcase tech lead at electronics show

12:01 am U.S. ET | Dec 30

Germany's premium automakers aim to show that they still have a leading edge in autonomous driving and car connectivity technology at the Consumer Electronics Show in Las Vegas. ... » READ

Ally sale leaves U.S. taxpayers with

$9.3 billion loss on auto rescues

9:24 pm U.S. ET | Dec 29

American taxpayers lost $9.3 billion on the government's bailout of auto companies following the Treasury Department's sale of its remaining stake in Ally Financial. The Treasury took in $70. ... » READ

2014 LISTS OF 10

Caddy's pricey ELR and other blunders of 2014

12:01 am U.S. ET | Dec 28

Not everything went as planned in 2014. Here are some of the auto world's top blunders of the year, from our annual Lists of 10. ... » READ

CarMax extends yearlong subprime test

10:30 am U.S. ET | Dec 30

Used-car giant CarMax says it needs more time to evaluate a subprime lending pilot program at its finance arm. CarMax CFO Tom Reedy said the test will continue at least long enough to capture results from shoppers purchasing vehicles with their income-tax refunds in 2015. ... » READ

MOST READ (Last 7 days)

Audi earmarks $29 billion through 2019 to chase BMW's crown
Dodge flexes muscle, sheds family-car image
How December broke the ice on sales
Hertz raises U.S. prices as fleet costs increase
Takata president steps down from role, CEO to reclaim title

Viral video rankings for week of 12/30/14

Hyundai's big sci-fi hit

12:01 am U.S. ET | Dec 30

What's the best way to describe a car's newest technology without sounding cliché? By comparing it to a super baby that derives his power from a robotic suit, of course. ... » Watch the videos

VW recalls 2015 Jettas for headlight glitch

12:31 pm U.S. ET | Dec 30

Hyundai to build 2 factories in China

UPCOMING EVENTS

» January 13-14 - Automotive News World Congress
» January 22 - Automotive News Retail Forum
» April 20 - PACE Awards
» May 12 - LA Marketing Seminar
» Sept. 23 -

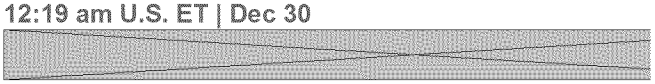
to better compete with VW, GM

7:41 am U.S. ET | Dec 30



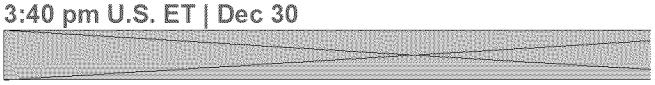
Toyota Dealer Group in China warns up to 10% may quit as losses mount

12:19 am U.S. ET | Dec 30

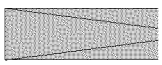


China extends green vehicle subsidies until 2020

3:40 pm U.S. ET | Dec 30

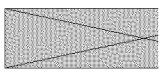


NY Marketing Seminar

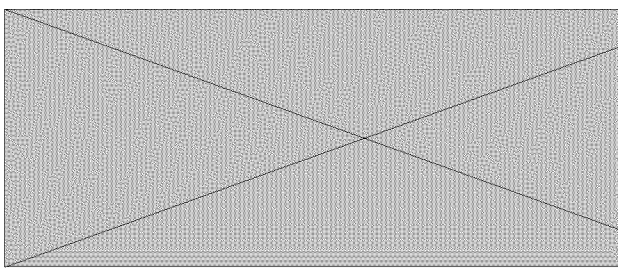


UPCOMING WEBINARS

» Jan. 20 - Investing In Dealership Markets by Urban Science



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Automotive News | 1155 Gratiot Ave., Detroit, Michigan, 48207

To: Grundler, Christopher[grundler.christopher@epa.gov]
From: Automotive News
Sent: Wed 12/31/2014 6:51:28 PM
Subject: DAILY: December U.S. sales cap 'blockbuster year' | Ford seeks 'Ecobeast' trademark | Lincoln MKC recalled to move push-button start from near touchscreen | 2014's top stories

Today's most read story
Cars parked at Acura store in Chicago buried by salt when wall collapses

December 31, 2014

» Get breaking news at autonews.com

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TOP NEWS

U.S. sales forecast to rise 10% in Dec. on deals, falling gas prices

11:45 am U.S. ET | Dec 31

Forecasters say U.S. new-vehicle sales likely jumped 10 percent in December, bringing the total for 2014 to 16.5 million, beating even the most optimistic projections from early in the year. ... » READ

Lincoln MKC recalled to move push-button start from near touchscreen

1:00 pm U.S. ET | Dec 31

Ford is recalling all Lincoln MKCs built through September to resolve one or two issues that can cause the engine to shut off while driving. ... » READ

Ford seeks trademark for 'Ecobeast'

1:17 pm U.S. ET | Dec 31

Ford filed two applications to register "Ecobeast" as a trademark, according to the database of the U.S. Patent and Trademark Office. ... » READ

2014 LISTS OF 10

Top stories of 2014

12:01 am U.S. ET | Dec 29

The U.S. auto industry returned to full-fledged prosperity in 2014, racking up prerecession sales accompanied by rising transaction prices. But the year

was punctuated by grim news, as two lethal product defects were linked to dozens of deaths. ... » READ

Cars parked at Acura store in Chicago buried by salt when wall collapses

10:58 pm U.S. ET | Dec 30

Several parked vehicles at an Acura dealership on Chicago's north side were damaged Tuesday when the wall of an adjacent Morton Salt building collapsed, spilling hundreds of pounds of salt. ... » READ

BEST PRACTICES

Is Saab defunct? Not at this dealership

12:01 am U.S. ET | Dec 29

Nearly all Saab dealers reached a dead end after the Swedish brand's bankruptcy in 2011. But not Park Ave Saab in Maywood, N.J. The New York City area dealership started courting Saab drivers in New York, New Jersey and Pennsylvania with ads, service coupons and emails. ... » READ

MOST READ (Last 7 days)

Audi earmarks $29 billion through 2019 to chase BMW's crown
How December broke the ice on sales
Caddy's pricey ELR and other blunders of 2014
Dodge flexes muscle, sheds family-car image
Subaru scraps plan to shift Crosstrek production to U.S., report says

China sacks senior officials for deadly factory blast

10:52 pm U.S. ET | Dec 30

Explosions at auto-parts plant in China kills 17

UPDATED: 12/31/14 8:40 am ET

1:34 am U.S. ET | Dec 31

Across Europe, custom cars make a comeback

8:19 am U.S. ET | Dec 31

UPCOMING EVENTS

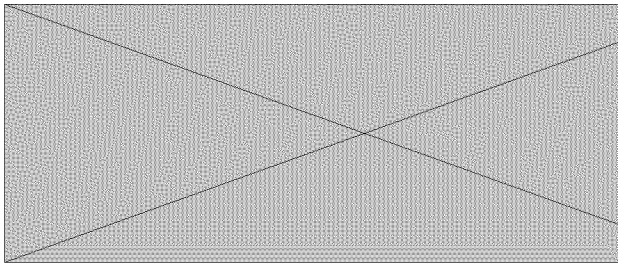
» January 13-14 - Automotive News World Congress
» January 22 - Automotive News Retail Forum
» April 20 - PACE Awards
» May 12 - LA Marketing Seminar
» Sept. 23 - NY Marketing Seminar

UPCOMING WEBINARS

» Jan. 20 - Investing In Dealership Markets

by Urban Science

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